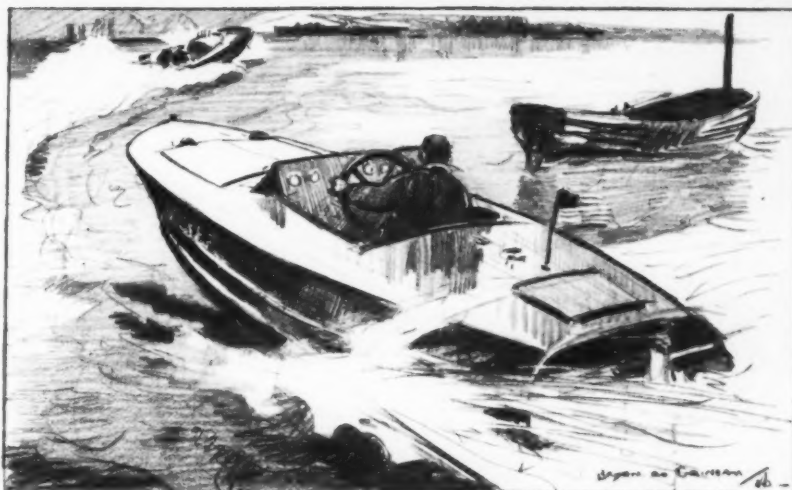


PLANS are all perfected for the Gold Cup Regatta, to be held on Manhasset Bay, Port Washington, Long Island Sound, August 20 and 21. A greater number of entries have been received for both the Gold Cup and Dodge Trophy events, than ever before. The races will be held under the auspices of the Columbia Yacht Club, and the Montauk Yacht Club, and the entertainment of out-of-town visitors by the Regatta Circuit Rider's Club. It is suggested that visitors planning to attend the Regatta correspond with Ira Hand, Secretary, 29 West 39th Street, New York, N. Y. Mr. Hand will be pleased to make arrangements for the reservations and entertainment of visitors.



Howard W. Lyon of New York, making a hairpin turn with Dixie Flyer, owned by D. P. Davis of Tampa, at the International Motor Boat Races on the Thames River, London, England, June 26, 1926

AUGUST, 1926

Cover Design by

Albert D. Neville



119 West 40th St.,  
New York

Vol. XXXIX

No. 2

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STANDARDIZED CRUISERS

The fact is, wherever boatmen are gathered together some such expression as that always makes the rounds.

It is true that Matthews "38"s have a striking outboard appearance, but simply step aboard one of them once; notice the spacious comfort of the cockpit, then go below and there you will readily see why we are so heavily taxed to meet the demand, even with our production of approximately three complete boats per week.

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Advertising Index will be found on page 166



# W Great Britain INS Trophy

*American and Canadian Entries Put  
Out of Race by Hitting Floating Drift  
—Only One of Nine Starters Finish—  
Rainbow V, Little Shadow and Dixie  
Flyer Show Great Speed*

By Charles F. Chapman

*Driver of Little Shadow in Race at London,*

THE Duke of York Trophy for the international one and a half liter class remains in England for another year. The efforts of the three American sportsmen, Carl G. Fisher of Miami Beach and New York, D. P. Davis of Tampa, Florida and Harry B. Greening of Hamilton, Ontario, Canada, who last winter promised to make a try to revive international motor boat racing, went for naught. But if the Americans and Canadians did nothing else, they showed those in England, as well as the representatives of France and Germany, who also competed, three of the finest, fastest and best maneuvering boats which have ever run on English waters. That their boats did not win was no fault of their owners or builders of power plant or hull.

Winning under the conditions under which the racing was held, was merely a matter of luck with the odds against the best and fastest boats. In our opinion, a toss of a coin would have decided the winner as fairly. As it was, international racing went backward many years although the lessons learned will probably be worth while. Those in charge of the races were much disappointed with the conditions which the foreigners found

Miss Carstairs, owner of Newg, winner of the Duke of York Trophy. Miss Carstairs drove her boat in the second and third heats

Newg, winner of the Duke of York Trophy, with Captain Wolff Barnato at the wheel. Due to break-up of Newg's original engine just previous to the first race, the engine from Captain Barnato's boat was installed in Newg





awaiting them and in future contests will probably take action to prevent their recurrence.

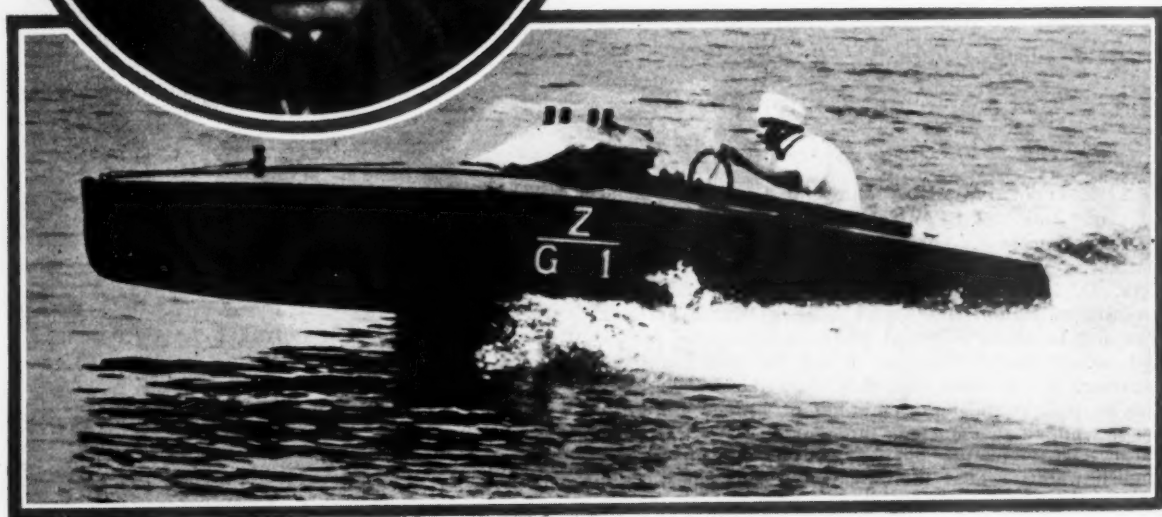
Of the nine starters, two from America, one from Canada, two from France, one from Germany and three from England, only one finished. And the one which did finish, at times made such a miserable showing, that to have lost was no dishonor.

Newg, the winner, won because she was lucky. Hardly ten hours before the start, while on a trial run, Newg's engine completely smashed and an entire new engine was borrowed from another boat and installed in Newg. The rules of the race provided that the English team should be selected by elimination trials held previous to the race. Although trials were held and Newg selected as one of the defending boats, yet the

R. C. Krueger, owner and driver of Sigrid IV., the German entry which performed so well. Sigrid IV. with Mr. Krueger at wheel is shown below

Americans were told their motors would be sealed and only minor repairs allowed.

While the Americans or Canadians made no formal



Below—Dr. Etchegoin, with his mechanic, aboard the French entry Sadi II. Sadi II powered with a Cansan engine ran well until she was capsized by a swell from a passing tow. This boat was constructed from designs by Mr. Picker and built by Chantiers Navals de Satrouville, France



Above: Dixie Flyer, the American entry owned by D. F. Davis of Tampa, Florida, and driven by Howard W. Lyon of the R. C. S. Dixie Flyer was built by the Purdy Boat Company of Port Washington, N. Y., and powered with an 8-cylinder engine. In design and construction she is similar to Little Shadow, the other American entry. Both American entries were put out of the race by hitting floating drift although they were the fastest of the nine boats entered

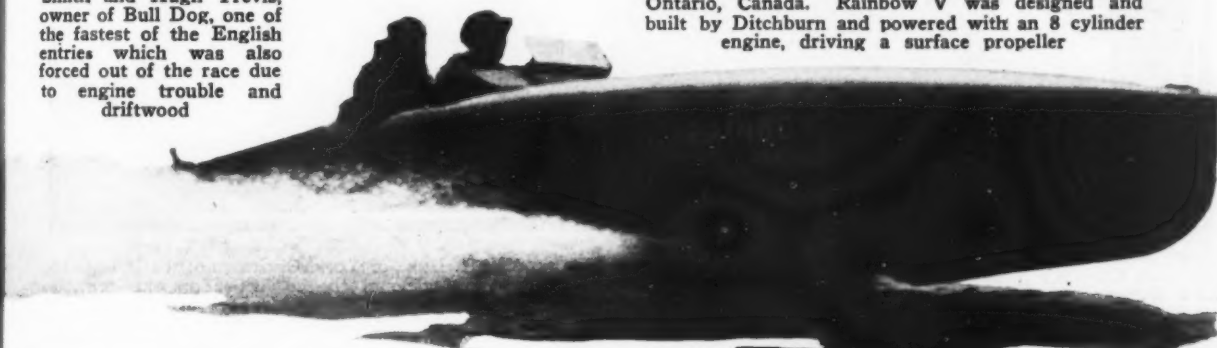
protest at this action in changing engines in Newg, yet it undoubtedly cost them the contest as either Rainbow V or Little Shadow, had they been permitted to enter the second heat, would have had little trouble in winning. Newg in the strictest sense was not the same Newg which was entered according to the rule but the Committee showed no inclination to interpret the rules broadly when both Rainbow V and Little Shadow in the first heat hit floating drift which so damaged their propellers and motors that they were not able to finish within one hour, the time set by the Committee. Both boats could have made the necessary repairs in a very short time had this been allowed.

Newg, the winner, ran well in the first heat but poorly in the other two and only won because her competitors, one by one, went out due to hitting floating drift wood or being capsized by swells from



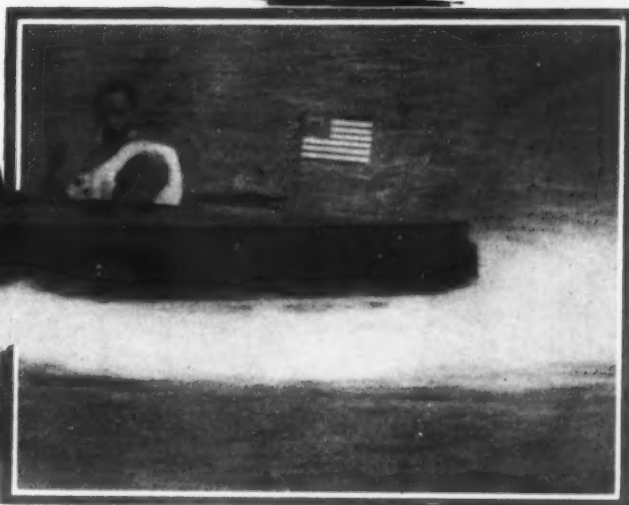
Rainbow V, the Canadian entry, owned and driven by Commodore Harry B. Greening of Hamilton, Ontario, Canada. Rainbow V was designed and built by Ditchburn and powered with an 8 cylinder engine, driving a surface propeller

At the right, Messrs. C. H. Smith and Hugh Trevis, owner of Bull Dog, one of the fastest of the English entries which was also forced out of the race due to engine trouble and driftwood



passing steamboats and barges which monopolized the race course during the progress of the race.

The race course was laid out on the Thames, about ten miles above the center of London, between the Putney and Barnes bridges. It



DIXIE FLYER

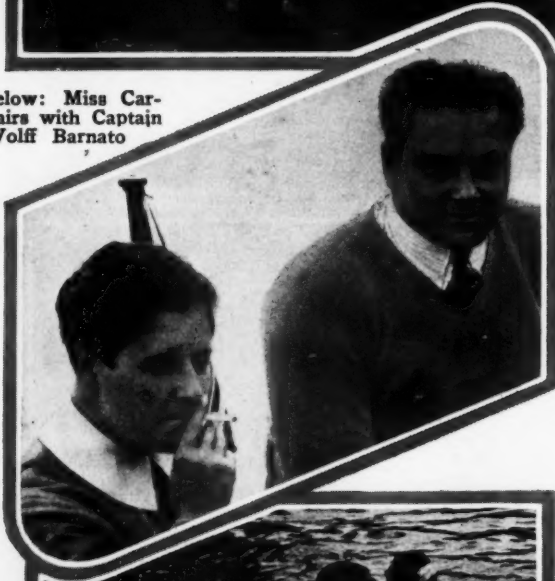
was serpentine in shape and about six miles to the lap. The race consisted of six times around or 32 nautical miles. From a spectator's standpoint the course was ideal as the Thames is very narrow and thousands of spectators along the shores could get a close-up view of the race boats, although due to the crookedness of the river, the boats were in view for only a few seconds at a time. Unfortunately from a racing point of view, the spectators were considered first and the racing man last. Many hundreds of thousands of people did see the boats flash by at occasional intervals but what they saw must have been very disappointing. After the first few minutes of the race, there were few boats left for them

to see. However, the spectators remained long and late with the hope of seeing a real contest.

The Thames where the race was held has a rise and fall of tide of some 12 or more feet with a swift current which at times is said to run close to six knots. The water, at least during the time we saw it, was a floating mass of drift, differing from the Hudson in that the drift is small, consisting mostly of small pieces of wood, branches of trees, etc., with a goodly mixture of most everything else which floats. From the viewpoint of the small racing boat and the 1½ liter boats are the smallest



Below: Miss Carstairs with Captain Wolff Barnato

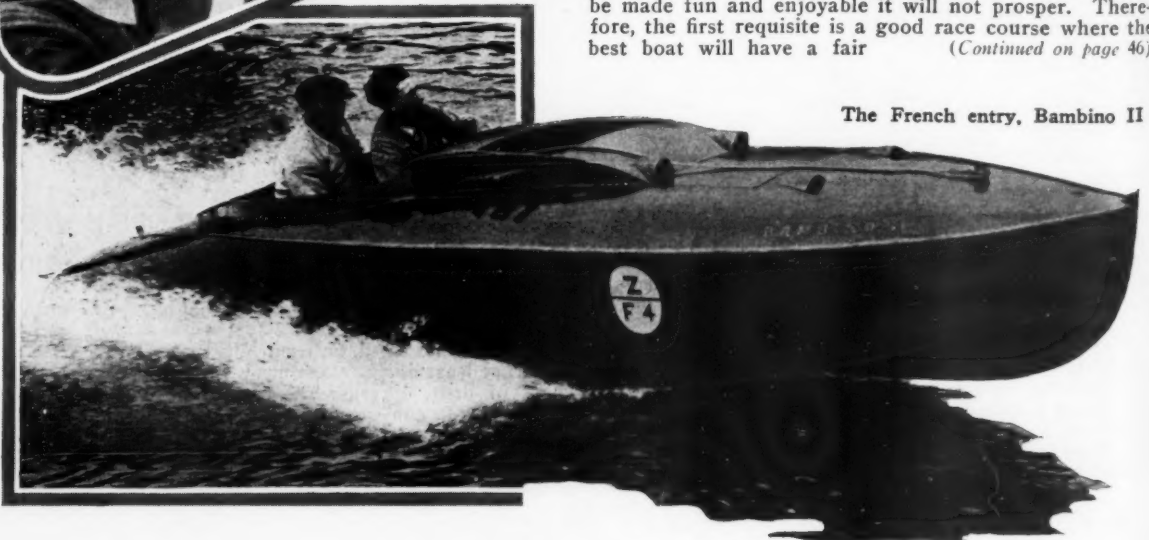


Above: H.R.H. Duke of York, Chairman of the Race Committee, receiving some of the celebrities present, previous to the start of the second heat

boats which are raced anywhere, it is hard to imagine a worse course. Why the Committee should have selected such a course is beyond understanding but it is probably due to their desire to please the public, not because they desired gate receipts as there were none except in a small enclosure near the starting point. In America too, race committees have been guilty of the same fault and if high speed racing is to continue and to prosper, the racing conditions and the racing man must be given first consideration and those of the spectator made secondary. Those persons interested in building fast, expensive boats do it only for the fun they get out of it, not with any thought of money gain, not to put on any show or hippodrome for the public, so unless racing can be made fun and enjoyable it will not prosper. Therefore, the first requisite is a good race course where the best boat will have a fair

(Continued on page 46)

The French entry, Bambino II





# *Up and Down* GLEN CANYON *of the* Colorado

*How One of the Most Important and Arduous Explorations of the Great Gorge of the Southwest Was Made Possible by the Use of Outboard Motors*

By Lewis R. Freeman,

*Author of "In the Tracks of the Trades," "Down the Yellowstone,"  
"By Waterways to Gotham," etc., etc.*

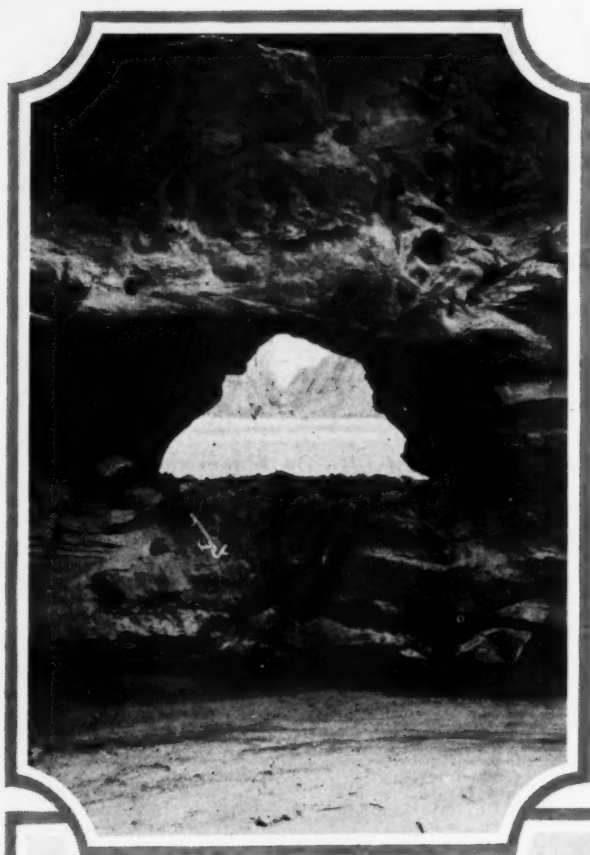
FEW if any scientific and mechanical developments of recent years have contributed so much to the enjoyment of the sportsman and the effectiveness of the work of the explorer as has the outboard motor. From little more than a toy in its earlier years, the useful little kicker has developed to a point where it vies with the inboard motor and the automobile as a means of getting there. Increasing power and dependability have given increasing radius of action, until one may now venture forth with one, on cruises limited only by the seaworthiness of the craft it pushes. More important still is the possibility of using it in remote waters to which transportation difficulties preclude the carrying of an inboard motor; or on rivers where rapids and shallows make impossible the use of an installed motor in any event. It is under such conditions that the outboard is uniquely and irreplaceably of service to the scientist and explorer.

In reviewing in retrospect voyages or expeditions of the last three or four years on which I have driven outboard motors for an aggregate of over 6,000 miles, I find that the most impressive performance, everything considered, was not in connection with the longest continuous runs. These were remarkable enough, it is true, even record-breaking at the time, as when I ran 2,700 miles of the Missouri and Mississippi with the replacement of only the sand-scoured pumps of my Elto, or 2,000 miles on the Great Lakes and connecting waterways, or a thousand on the Ohio in nine days, with no replacement of parts whatever.

Yet with these astonishing examples of dependability well in mind, it is still to the soul- and body-trying attempt to work up a short hundred and fifty miles of cliff-walled, rock-paved and rapid-beset canyon of the Colorado that I turn for an instance of outboard motor performance which seems to me to transcend anything which I have ever known or heard of; and this in spite of the fact that the four motors figuring in the adventure were reduced in the end to little more



Sunset on the cliffs above one of our camps



than so many battered and twisted clusters of mud-clogged, sand-scoured junk. It is this epic of out-board adventure—hitherto told only in a somewhat fragmentary way in the account of my several Colorado River expeditions—that I am setting down here.

The occasion for sending boats up and down Glen Canyon of the Colorado arose through a desire on the part of the United States Geological Survey to complete work that had been done there during previous years—a general study of the whole river which culminated in the Grand Canyon expedition of 1923, completing the survey of the last remaining un-mapped portion of the country.

A study in Washington of the preliminary surveys in Glen Canyon revealed a number of possible dam-sites in the lower hundred miles of that beautiful and remote gorge respecting which more complete data might well be demanded in connection with the comprehensive flood-control, reclamation and power development projects under consideration. E. C. La Rue, an hydraulic engineer of the Water Resources Branch of the Survey, was designated to make the requisite studies and secure the information desired.

Mr. La Rue, who is credited with a more extensive first-hand knowledge of Colorado River water problems than any other living engineer, had maintained for some time that the key to the solution to these problems would be found in the erection of the first great control dam above rather than below the Grand Canyon. Believing that a fuller knowledge of the favoring conditions in Glen Canyon, which is immediately above the still more profound gorge of the Grand Canyon, could not but lead to a more in-

**Glen Canyon through  
arched rock**

**Lees Ferry from left  
bank**



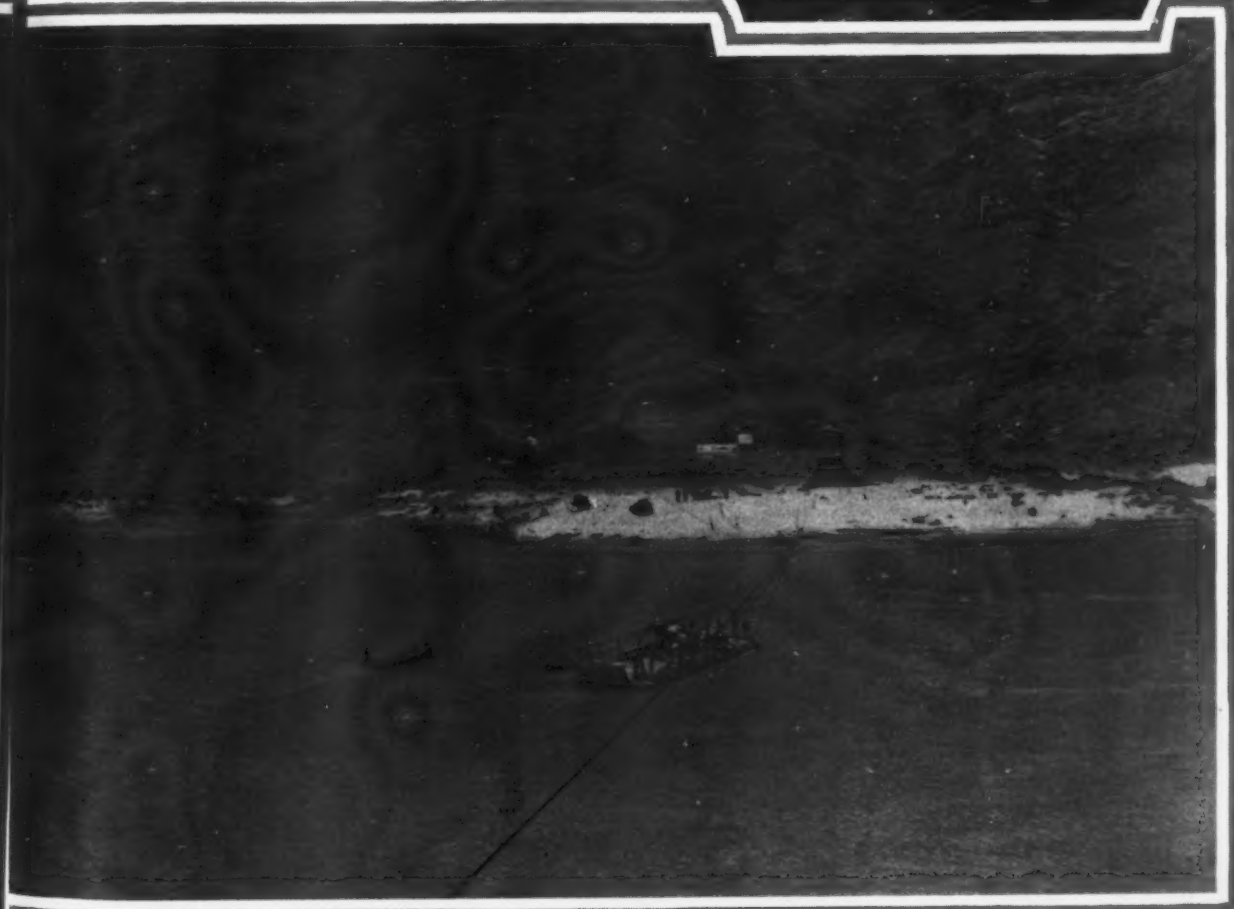
telligent appreciation of the whole situation, he conceived the idea of arranging for ten or a dozen of the men most vitally interested to accompany him on his trip.

An intimation that my own riverine interest might entitle me to a place on what was so palpably an arm-chair junket awakened no answering thrill—at first blush, that is. The tentative personnel of the party was a distinct temptation, as was also the thought of an intimate contact with the scenic wonders of the incomparable Glen Canyon. But *(Continued on page 134)*



Helping the motors in  
a swift current

Cliff dwellings in  
Glen Canyon



# MALABAR VII *Wins*



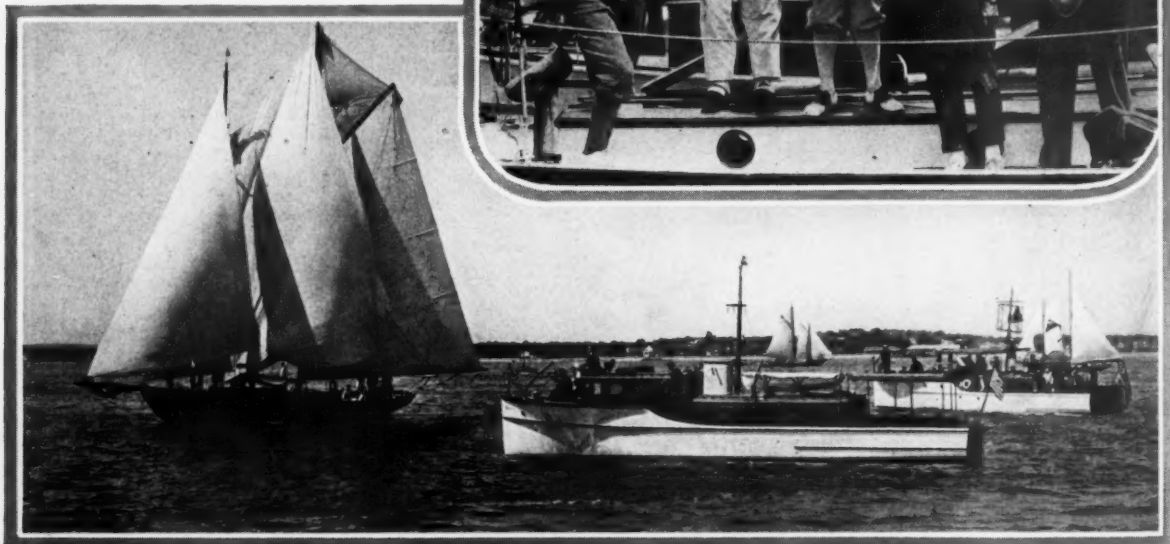
Just before the start of the long race to Bermuda showing some of the attending fleet of motor boats

**A** GAIN the Bermuda race has been sailed over 660 miles of water ranging from calm to stormy, and again Bob Bavier has been the first to cross the finish line off St. Davids Head. And once more John Alden with the latest in Malabar creations has won in his class. By these signs you will know that the premier ocean event of the western Atlantic has become a classic. But the feature of the race of 1926 which distinguishes it from past Bermuda races is the participation of the English cutter Jolie Brise and her crew of hardy voyagers.

In the case of Lieut-Commander E. G. Martin, O. B. E., and his shipmates Weston Martyr and J. K. Warneford the Bermuda race began on April 3, when they

The Regatta Committee making some of the inspections before the race

set sail from Falmouth, England, for a destination unannounced. Five thousand miles of blue-green water parted on either side of the straight stem of a 56-foot cutter and then, after seven weeks, an English anchor found bottom in Larchmont harbor. Above the anchor rode Jolie Brise while her intrepid commander, who had won the Fastnet race in '25 and who is commodore of



Radio broadcast station WRMU on the A. C. F. cruiser Mu-1, reporting the start of the race



# Bermuda Race

*Good Luck and Fair Weather Big Factors in  
Sailing to Bermuda in 660 Mile Ocean Race*

By Alfred F. Loomis

Photographs by M. Rosenfeld.



Some of the crew on Malabar VII, which proved to be the winners, S. Wetherill, in the center, with John Alden at the wheel

the Ocean Racing Club of Plymouth, took himself ashore and posted his entry for the Bermuda race. Commander Martin had had a pleasant spring sail, during which he had spanned the Atlantic via the Northeast Trade route, and as far as one could tell from his modest speech and unassuming manner he had done nothing to be proud of. But American yachtsmen who learned his story knew that he had done a magnificent thing and more than half wished that the laurels of the Bermuda race might go to him.

Say that the Jolie Brise did not get her weather; say that lighter and faster boats wrested places from her by innate racing ability; but say also that the English single-sticker fought every inch of the way, provisioned and equipped for a return voyage of 3,000 miles, and came in a good fifth in a list of sixteen vessels. One American boat which had been spoken of as a possible contender in the coming Fastnet race finished next behind Jolie Brise; another and bigger dark horse crossed sixty hours after her. And now as I write Jolie Brise

**Malabar VII  
crossing Block  
Island Sound, sev-  
eral hours after  
the start**





What the crew would like to do to the navigator who fails to find Bermuda

is showing her squaresail to the southwesterlies, tirelessly forging back to England for the coming Fastnet race. May she win there against all comers and in another year may she once more show her ability to American eyes.

The fleet this year comprised sixteen sail divided into Class A for boats from 53 to 70 feet, Class B for those measuring 35 to 52 feet, and Class C for vessels of the fisherman type between 35 and 70 feet. At 11 o'clock of the morning of June 20 the following craft got away to the starting gun for Class A: Dragon, 66 feet, Robert N. Bavier; Caroline, 64 feet, Roger Young; Quita, 60 feet, George Woodward, Jr.; Cygnet, 58 feet, Paul Hammond and Elihu Root, Jr.; Windjammer, 57 feet, Edward Crabbe; Jolie Brise, 56 feet,

Jolie Brise, the English cutter, owned by Lieutenant Commander E. G. Martin, O.B.E.

E. G. Martin; Trade Wind, 56 feet, Henry B. Anderson; Countess, 56 feet, L. Gordon Hamersley; Blue Water, 55 feet, Melville R. Smith; and Malabar VII, 54 feet, John G. Alden. All of the above with the exception of Jolie Brise, cutter, and Dragoon, ketch, are schooners. Jolie Brise and Countess were entered also in Class C.

At 11:05 the starters in Class B crossed the line—a flotilla of five schooners and the yawl Primrose III. These six boats were the Black Goose, 52 feet, W. F. Downs; Primrose III, 48 feet, O. S. Payson; Malay, 45 feet, R. W. Ferris; Sagamore, 44 feet, Edward M. Madeira; Malabar III, 42 feet, Everett Morss, Jr.; and Harlequin, 42 feet, George Gallowhur.

So much for specifications. The start from Sarahs Ledge, New London, was much in weather which came not far short of being typical. If the gentle northerly had died away before all the contenders were across the line, and if a fog had rolled in from seaward three minutes later, conditions would have been normal. As it was the wind softened before the competitors reached the Race, and the new southerly which met the fleet was almost as effective as fog in barring easy egress from the Sound. Yet Cygnet and Dragoon and Jolie Brise worked out to windward and before the convoying sail and motor craft had waved good-bye in Block Island Sound it commenced to look like a race.

During those early hours the luck which hovers over the trucks of all ocean-going racers reached down and marked one schooner as her first favorite. This schooner was Blue Water, sailing on an almost even footing with Malabar VII, but falling slowly to leeward in the direction of Block Island. We on Blue Water watched our disadvantage increase as Dragoon and Jolie Brise, dipping slowly to the lazy swell, fought it out ahead of us. Off we fell, seeing the Long Island shore slip below the horizon and struggling to weather Block Island without tacking. By a mile or so we made it, saw the lonely island drop astern of us, and took our departure on what promised to be a long, hard struggle in close hauled sailing. Then suddenly the wind forsook its southerly stronghold and backed to the east southeast and at 6 p. m. we came about from the starboard to the port tack. Whereas at 5:59 we had been hopelessly outpointed and held a position to

(Continued on page 66)



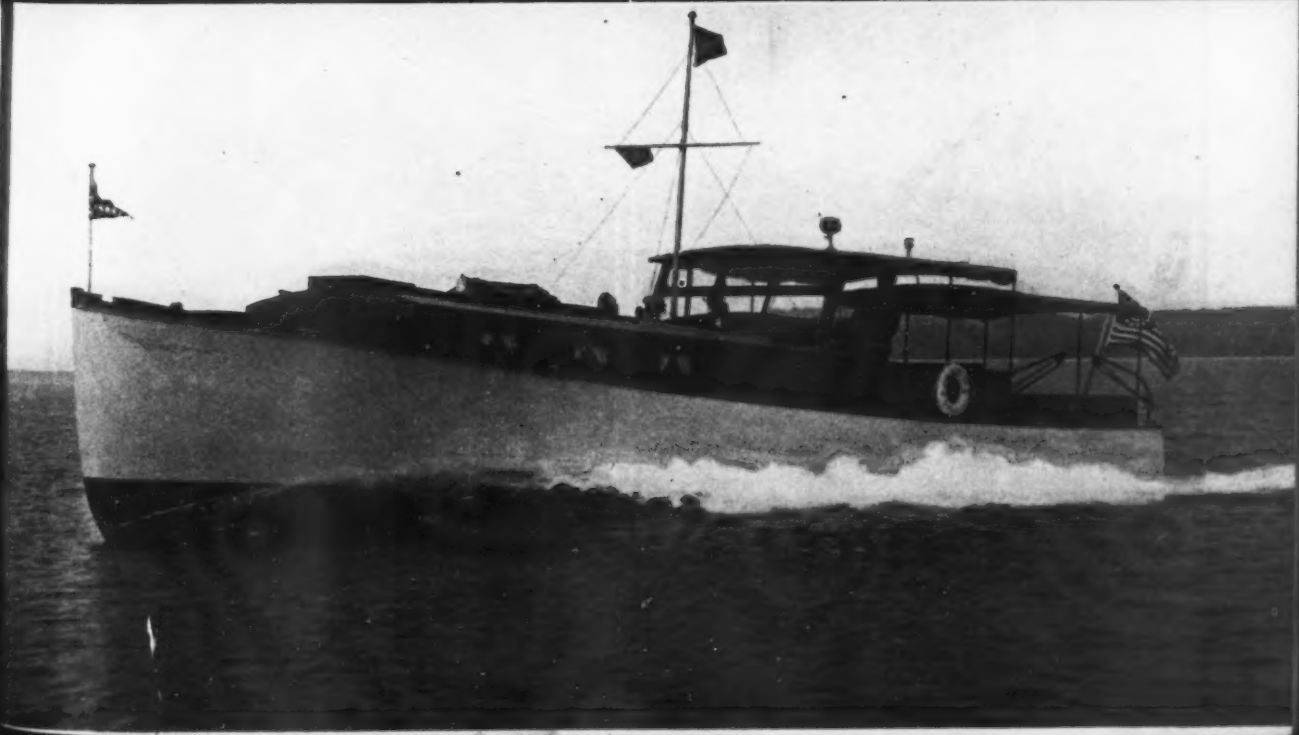
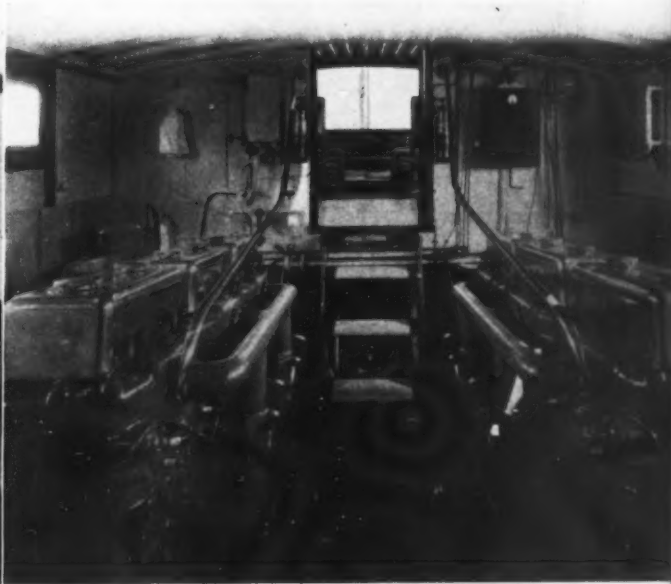
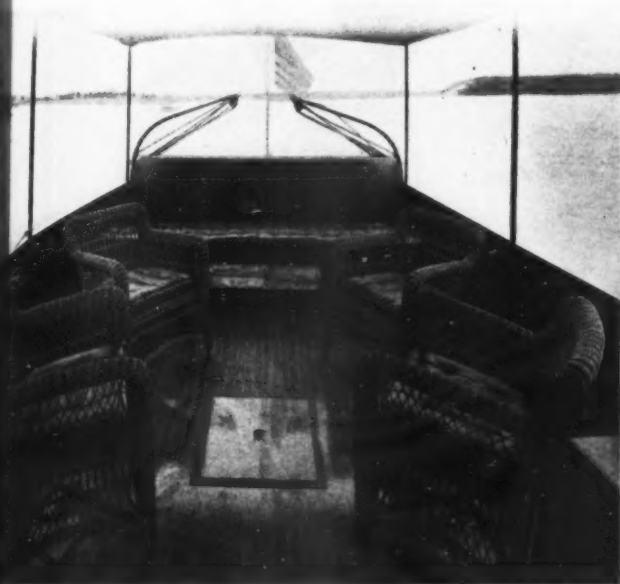
# COQUETTE, a Day Cruiser

*Newest Development in Fast Cruising Boats  
Show Tendency Toward Speed and Comfort*

The ever increasing tendency towards high speed in cruising boats leads to the development of special forms of boat. The day cruiser Coquette, a new 48 foot boat, designed and built by the Consolidated Shipbuilding Corporation, Morris Heights, N. Y., for Louis deB. Moore, is an excellent example of this type. She has cockpits both forward and aft

Coquette has a double planked cedar hull, with mahogany trim both inside and out. Access from the two cockpits to the cabins is direct and unobstructed. Sleeping accommodations for four persons are arranged in the cabin, together with all other cruising conveniences. The boat is handled from a raised portion of the cockpit, protected by a windshield

Most interesting about the boat is the machinery space in which are installed a pair of 180 h.p. model MR Speedway engines. These have been able to drive the boat on her trial trips at a speed of better than 25 m.p.h. The little flywheel under the steps is the Kohler electric generating set, which supplies all the power for lighting and recharging batteries









# First Experiences and Others



by

Alfred F. Loomis



## THE HAZARDS OF SPORTS

**D**O you remember when you learned to ride a bicycle? You had just had a birthday, and the bike, ordered by mail, didn't arrive until several days after you had wormed the secret out of your father. During those days of expectancy you imagined yourself riding with one hand on the bars while nonchalantly eating an apple from the other, or spinning along with both hands behind your back to the accompaniment of admiring or envious glances from the other kids.

But oh the reality! When the bike came and your father put on the pedals and the saddle and the handlebars, you found you couldn't ride for a cent. You clung to the grips like grim death while your knees wobbled in and out and your feet slipped off the pedals. But after countless falls you finally got so you could steer a fairly straight course and made up your mind to try the coast down the big hill below your house.

That certainly was an experience. They didn't have coaster brakes in those days, and what with back-pedaling for dear life and trying to slow down for the thank-you-marm in the middle you lost control and shot like an arrow straight for a horse and buggy at the bottom of the hill. Nobody had ever seen such a big horse or wide buggy—and yet you managed to get around it, legs out at an angle to avoid the flying pedals and tongue all screwed up to one side of your mouth to help your steering.

Beyond the team was a fat colored woman with a bundle of wash on her head. She jumped the wrong way when she heard your bell and you missed her by a fraction of an inch. And then while you were still carrying your momentum a load of cord wood appeared by magic across the middle of the road and there was nothing for you to do but aim for the gutter and take a header into the bushes.

When you had collected yourself and your wheel you said, "Huh! That's nawthin'. I kin ride." And so you could. You tried the hill again, top to bottom with your feet on the shoulders of the front forks, and when one of those newfangled horseless wagons got in your way you gave it the bell and a hoot and skimmed past it like a swallow. You had encountered the worst and

*Many exponents of outdoor life are of the opinion that the particular sport or recreation which they personally favor is the grandest and most thrilling in the world. We make no attempt to dispute this with them, and speak only of the comforts and pleasures of motor boating. In boating the thrill of battling with the elements in sea or gale, matching your wits against the forces of nature, stirs your blood and gives you an entirely new joy in life. Our illustrations show some of the popular sports with sudden incidents which are apt to terminate the sport suddenly. Contrast these with the tranquil boating scene, where you can wave a cheery greeting to friends passing by. In no other sport are the chances of injury or accident as slight as they are in boating. You can pack your belongings away in your boat, cast off, and immediately you are on your own resources. The success of your outing depends on you alone.*

nothing could scare you after that.

I was full grown—or thought I was—when I had my first experience with a motor boat, but it was much the same sort of experience that you and I had with our first bicycles. I started out from Huntington, Long Island, as the guest of another lad who knew the game, and for the first few minutes I imagined myself steering that boat with both hands tied behind my back. But then the wind freshened from the north and after a bit it was touch and go whether we were ever going to rather our destination.

My friend took the wheel and told me to get busy with the bilge pump—which I did, incessantly for three hours. Waves came aboard over the raised deck and sluiced aft into a cockpit of the self-bailing type.

Self-bailing? Yes, but not over-particular whether it bailed into the sea or the bilge. The spray flew and I was drenched to the bone. The boat pitched so violently that I had to teach myself the trick of holding on by the shoulder blades—a knack that proved invaluable in after years on the subchasers. I said to myself, "If this is the paradise the motor boatmen talk about, then give me hell." I needn't have mentioned it as we were already getting it.

But all the time my friend was saying, "Isn't this wonderful? I haven't had such a beating in a dog's age. There's nothing like it, what?"

When we finally pulled into New Rochelle and I pumped the last pump and looked around and discovered that the little ship was still afloat, I felt the whack of a hand on my back.

"Kid," said my friend, "you are now a motor boatman. How do you like it?"

I had been too busy to be sick during that three hours so I didn't have anything to recover from but the wallop in the middle of the back. After a second or so of dazed silence, I said,

"Why, I guess it's all right. But tell me one thing. Is it like that all the time?"

"Not by a jugful," said my friend. (Those were the days when you could mention a jug without being hanged for treason.) "Not by a jugful. We're liable to cruise a month before we get another (Continued on page 100)

# TWENTY-SIX FEET

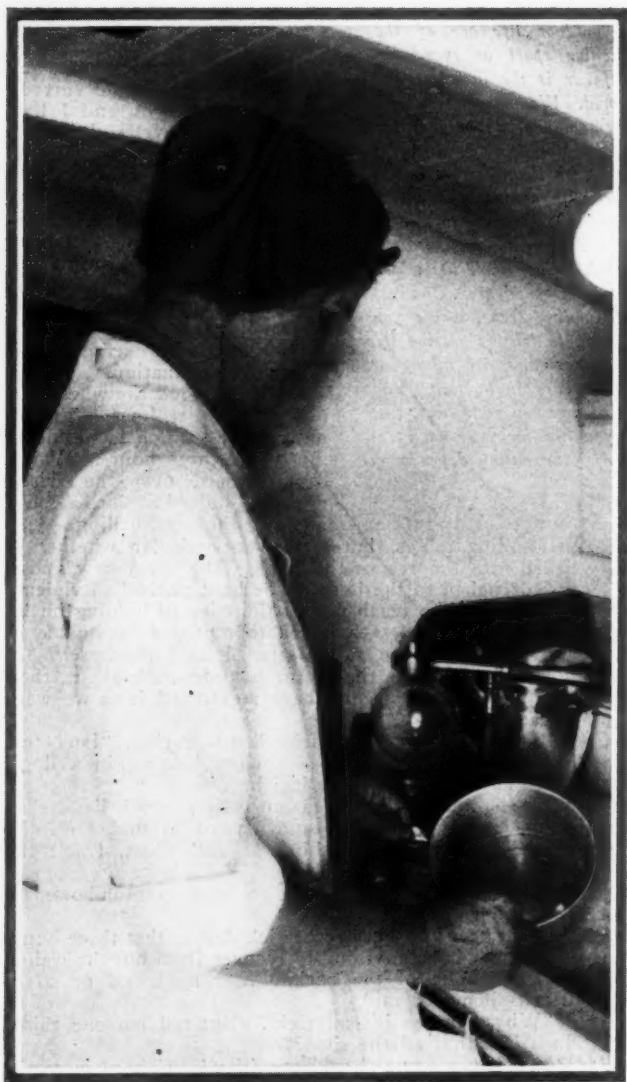
from *Broadway*

*Cruising on a Little 26-Foot Elco Cruiser to Strange Places and Waters Proves an Ideal Vacation for the Happy Owners*

By John McFeely Eaton

Part Two

Photographs by M. Rosenfeld



The First Mate, for the moment turned cook, going about the evening task

A BOOK might be written of the beauties of the upper Hudson but no such volume could do justice to the subject unless those beauties were viewed from the waters of the river and from the canals which extend it to the blue depths of Champlain. And no yachtsman could write of such beauties nor tell of the pleasure of such a trip as that which we recite, without including some comment upon the people who line that way. Perhaps it may be that he who wrote of the man who chose only to live in a house by the side of the road and be a friend of man once traveled over the route upon which ran our course. Perhaps it may be only that this is a country peopled by those of good old Yankee ancestry. Whatever it may be the result is the sum of our experience. The beauty of the country exactly matched the character of the people with whom we came in contact. On every lock, in every town, at every anchorage we found real people more than anxious to do things which would contribute to our comfort and pleasure. And in no single instance was it ever indicated that a service was rendered in hope of reward and upon several occasions our offer of reward was politely but firmly refused.

We cruised from Pleasantdale to Fort Edward, passing the intervening locks, between eleven in the morning and five in the afternoon. At Fort Edward we tied up at the terminal dock of the Barge Canal and the Skipper as usual went ashore to inspect the town. This story might be continued indefinitely by a telling of all the contacts which were established and the friends which were made in this delightful little City. It was here we met Frank Crogan and his charming wife. It was here that Captain McMahon of the Tug Amsterdam made so many contributions to our comfort and pleasure. It was here that we met Mr. Kinne the grocer—a gentleman and a scholar. It was here that we lay two days that our new found friends might be kind to us and neglect their businesses and entertain us. It was here that the children—and their mothers and fathers too—came in the evening to look over Jobeanca and frankly compare her lines, and the people aboard her with those of other yachts which had laid at the same dock. It was here that the Skipper found, upon his return from the first inspection trip to the village, the gallant Captain McMahon toting an armful of fresh vegetables from a nearby garden as an offering to the First Mate.

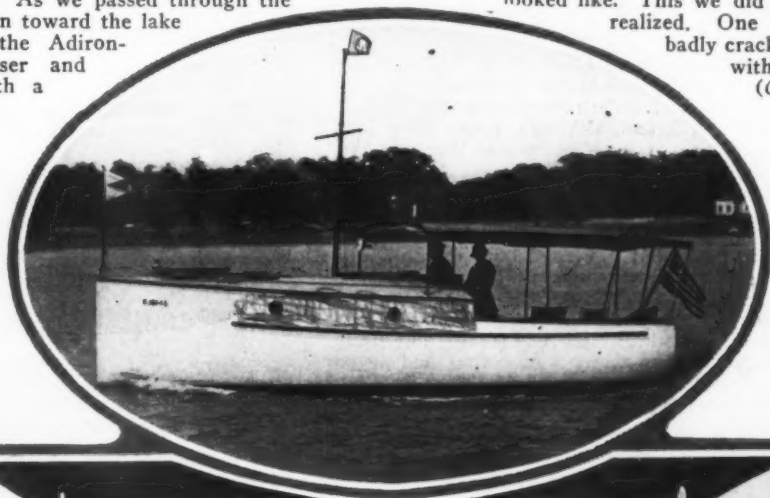
Here it was that the owner of the local ice house invited us to help ourselves. Here it was that the town's best mechanic came at our request to look over our motor and refused to charge us for the service. It was with a good deal of regret that we finally waved good-bye to all these people as we put out for Whitehall—four or more days behind our original schedule.

Through the lock at Fort Edward and then through the summit lock and we were headed down to Whitehall through the valley of Wood Creek. We had gotten to be old timers in the matter of manipulating lines in the locks and had learned a lot of the little tricks that make the negotiation of these great chambers easy. And on every lock we found friends ready to help us on our way with a recollection of nothing but pleasant words and good wishes. As we passed through the locks and on down toward the lake the heights of the Adirondacks came closer and closer to us with a

promise of the beauty that lay beyond. We tied up at the terminal dock of the barge canal at Whitehall early in the evening. During the last two hours of the day's run the engine had shown a disinclination to do her part and the Skipper immediately set out to find some one who might diagnose the trouble. A few discreet inquiries and we were directed to a local garage where we found a man of some experience on marine motors and had no difficulty in inducing him to take a ride with us. So we cast off and started down the canal in order that our Doctor of Motors might listen to the pulse of his patient. He soon advised us that we had been giving the engine only about a third as much water circulation as was required, and suggested that it might be well to open her up and see what the valves looked like. This we did and our fears were realized. One of the valves was badly cracked, so much so that with a thumb and fore-

(Continued on page 152)

In spite of her 26-feet of length, Jobeanca's little galley brought forth many delectable meals



The little Elco cruiser Jobeanca on which the cruise to Lake Champlain and return was made





# Records Fall at

*Enthusiastic Race Meet of the Mississippi Valley Power Boat Association  
Produces Fast Racing and Shatters Many Long Established Records*

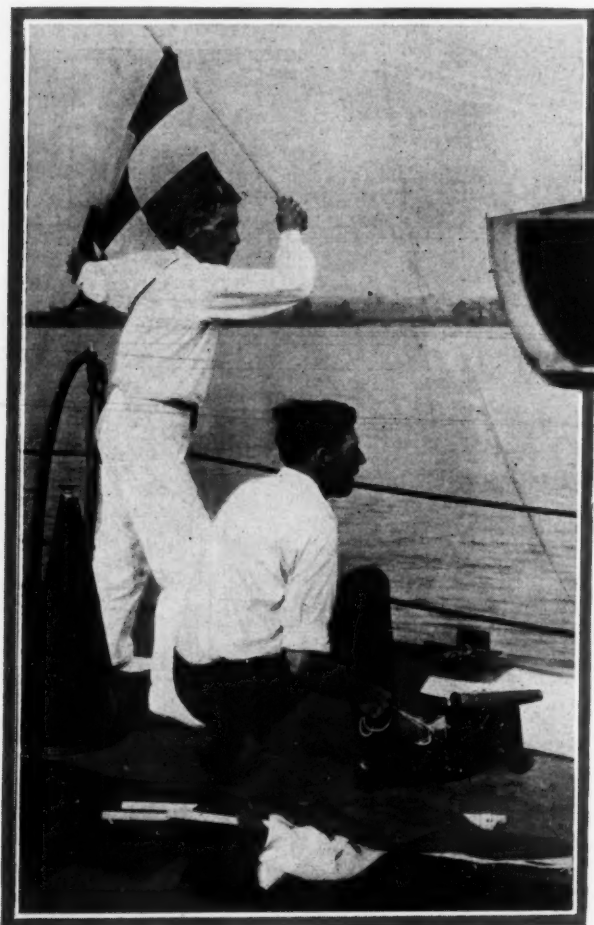
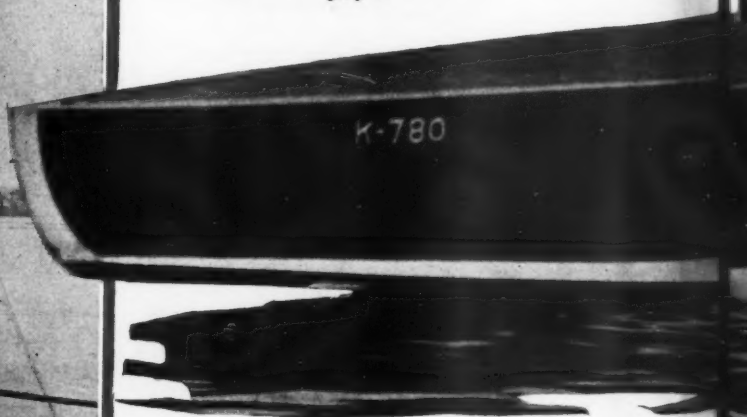
**S**HINING in one continuous heat, Old Sol, an unregistered entry, broke the season's record at the Mississippi Valley Power Boat Association's nineteenth annual regatta, held at Louisville, Ky., July 3, 4 and 5, and, although a one cycle job, proved capable of developing a tremendous power that was the talk of the regatta.

Thermometers were consulted with greater frequency than tachometers; the soaring mercury more discussed (and cursed) than roaring motors. Commodores left their gold braided coats lie wrinkling in their suit cases and discarded both their dignity and all the duds they dared. The advantages of Greenland as a future regatta site were ardently advocated. The gentle art of perspiring was forgotten and nary a race was run nor a result set down but by the sweat of the brow and then some. The Kentucky sun gave a rubicund tint to many a nose that had never

Dixie Baby ran away with all honors in the 725 inch class



Hoosier Boy, driven by J. W. Whitlock, did 62½ m.p.h on July 5



J. W. Sackrider came down from Chicago to act as starter for the races

reddened under the persuasive power of a Kentucky bottle.

Yes, beyond the slightest doubt Louisville accorded her boating guests a WARM welcome and a Hot Time was had by all.

"Home's never like this" chorused the regatta visitors as they mopped and fanned, and home meant varying localities, for there were boats and boat fans from many widely separated sections of the country. In fact the Louisville event may with certainty be proclaimed the most national regatta in speed boat history. Twenty-two cities in twelve different states were represented in the racing fields, from California on the west coast to Florida on the east, and from Wisconsin in the north, to Texas in the south and including also Kentucky, Illinois, Michigan, Indiana, New York, Missouri, Ohio and Maryland. As might be expected the home city, Louisville, scored with the largest number of entries, having eight boats while



# at Louisville

By  
Verra Thomas Griffith

Little Star established new records in the 151 class, and even established records in the next higher or 215 class



Photographs by M. Rosenfeld



Commodore Henry Falk of Houston, Texas, unanimously elected head of the M. V. P. B. A.

nearby Cincinnati sent six, far away Houston, Tex., sent four entries—all winners; Peoria, Ill., four, and Rising Sun, Ind., four. Los Angeles, Calif., had two successful contenders and Indianapolis also had a pair. Single entries were sent from Pekin, Evanston and Springfield,



The delegation from Houston, Texas, which came to Louisville to cheer its boats



Gordon C. Gillies of Chicago, presents Elgin wrist watches to Willard Waugh and J. M. Lemm

trophies, including ten outboards, three runabouts, three cruisers and thirty-nine hydroplanes, the last divided according to piston displacements into six classes. The 151 class led the list with fifteen boats of that class, the 725 class a close second with eleven boats.

The course—a two and one-half mile oval, and from the point of view of the boatmen one of the best on which the association has ever raced—smooth, deep water, and very little current—was laid in the Ohio river just off of Rose Island, a summer resort on the Indiana side, about fourteen miles above Louisville. Here the boatmen lived in cottages and tents and headquarters were maintained at Secretary Griffith's cottage. Headquarters in the city were at the Brown Hotel. The official barge for starters, timers and scorers was anchored mid-way of the course alongside the Rose Island shore as were also the barges for derricks and boats. The inaccessibility of the place



The start of a heat in the 215 inch class, showing Little Star getting away from the fleet

The winner of the outboard class which established new records of 23.38 m.p.h.

Ills.; St. Louis, Mo.; Detroit and Charlevoix, Mich.; Columbus, Ind.; Madison, Wis.; Ft. Thomas and Ludlow, Ky.; Buffalo, N. Y.; Easton, Md., and Palm Beach, St. Petersburg, and Mt. Dora, Fla. Class championships were spread all over the map, one going to California, three to Florida, one to Illinois, two to Texas and two to Indiana, while outboard titles went to Michigan, Indiana and Kentucky.

To change from a geographical to a numerical analysis, fifty-five boats in all competed for the prizes and

and the excessive heat combined to lower the attendance appreciably from many previous Valley meets. It was estimated that on July 4 some eight thousand visitors were brought to Rose Island on large steamers from Louisville, while other thousands jammed the narrow highways on both sides of the river, many never being able to force their way within seeing distance.

That the racing was of the highest calibre is attested by the fact that nine world's records were broken during the three days' events, which, (Continued on page 110)

# KAWA *of* Baltimore

*A Little Cruiser  
with an Illus-  
trious Namesake  
Whose Adven-  
tures Will Be  
Followed with  
Much Interest*



Interior of the roomy cabin on Kawa showing the attractive finish

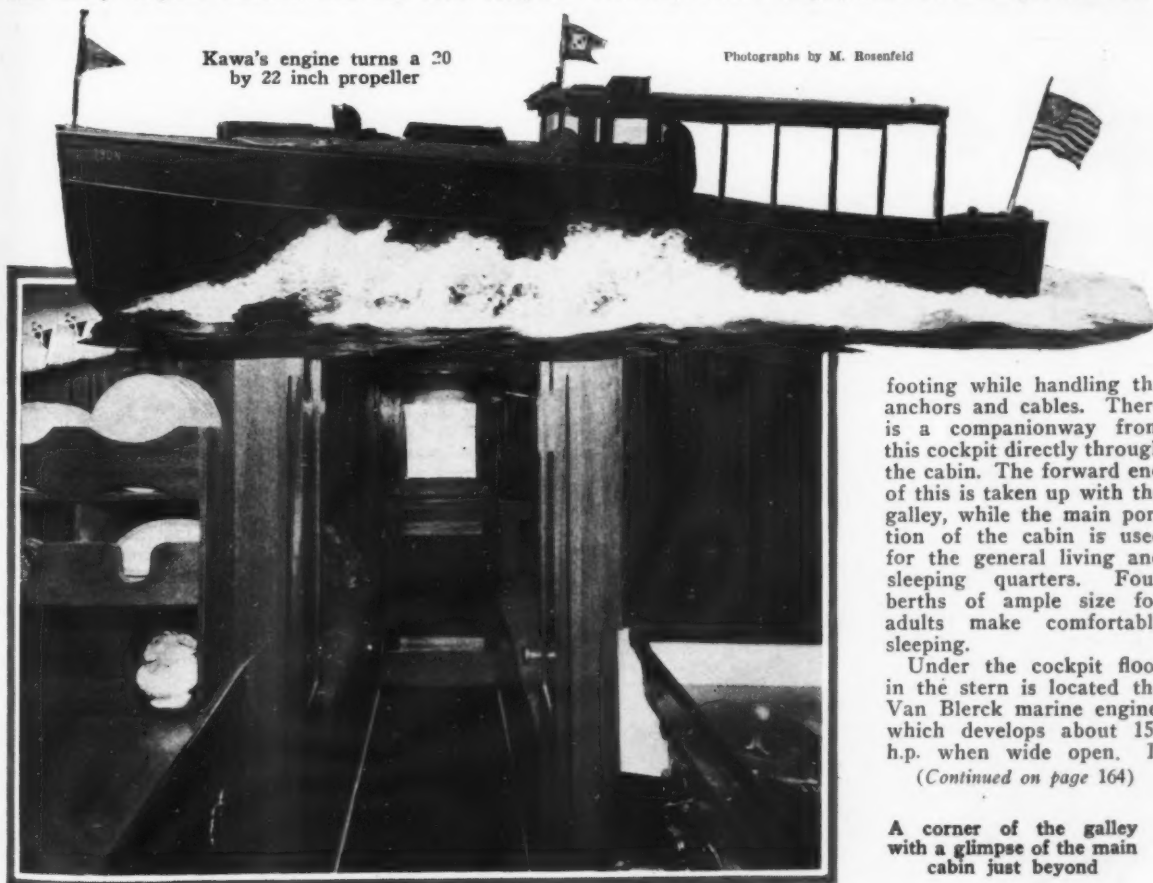
**O**RIGINALITY on the part of yacht owners comes to the surface frequently, and is well shown in the case of the new 35 foot express cruiser Kawa, recently completed for G. W. Brogan of Baltimore, by Hubert Johnson of Bay Head, N. J. The boat contains many original features, and has been designed

primarily for the comfort and convenience of the owner and his guests. She is provided with spring berths, self bailing cockpits fore and aft, an abundance of clothes lockers, dressers, and similar appointments.

The arrangement of the boat includes a small cockpit forward, 6 feet in length, which serves to provide a sure

Kawa's engine turns a 20  
by 22 inch propeller

Photographs by M. Rosenfeld



footing while handling the anchors and cables. There is a companionway from this cockpit directly through the cabin. The forward end of this is taken up with the galley, while the main portion of the cabin is used for the general living and sleeping quarters. Four berths of ample size for adults make comfortable sleeping.

Under the cockpit floor in the stern is located the Van Blerck marine engine, which develops about 150 h.p. when wide open. It

(Continued on page 164)

A corner of the galley  
with a glimpse of the main  
cabin just beyond

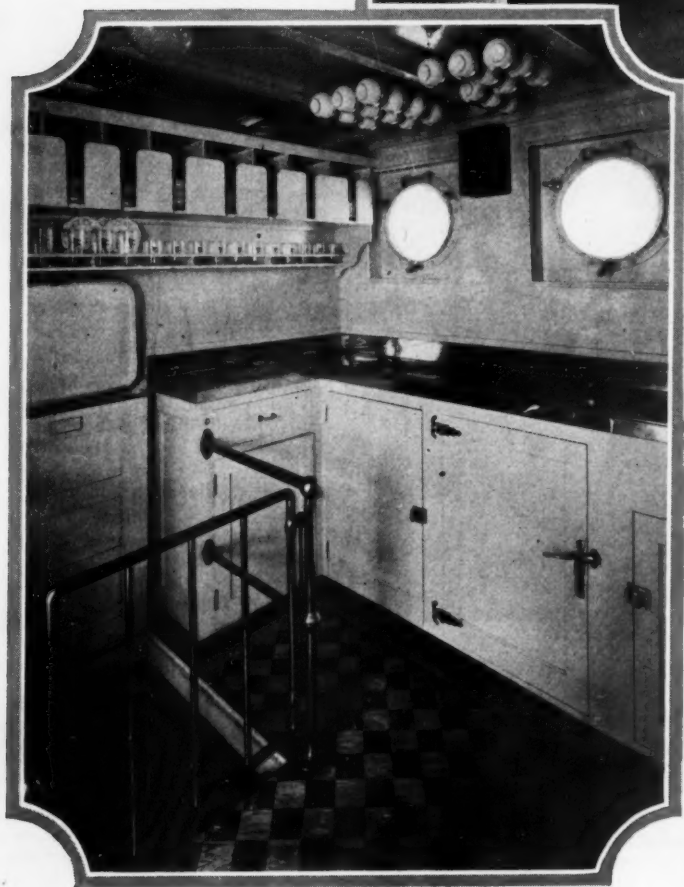


# The New Cruising

Photographs by M. Randall

*Home Comforts  
and Cruising Facil-  
ity Are Distinc-  
tive Features of  
New Mathis House-  
boat Built for Dr.  
H. B. Baruch, New  
York Yachtsman*

The main saloon in the  
deck house is luxuriously  
appointed



THE ability to travel fast and far does not appeal to all yachtsmen in equal degrees. Many prefer more leisurely and comfortable movement, and enjoy their boating on craft which are more suitable to this purpose. Houseboats of many kinds are the choice of experienced yachtsmen, and the new cruising houseboat *Riposo III*, recently completed for Dr. H. B. Baruch of New York, is one of the finest of this type of craft, which has been launched in recent times. This boat was built for Dr. Baruch by the Mathis Yacht Building Company of Camden, and follows, to a large extent, the

A corner of the pantry whose  
spotless white delights the eye



# Houseboat RIPOSO

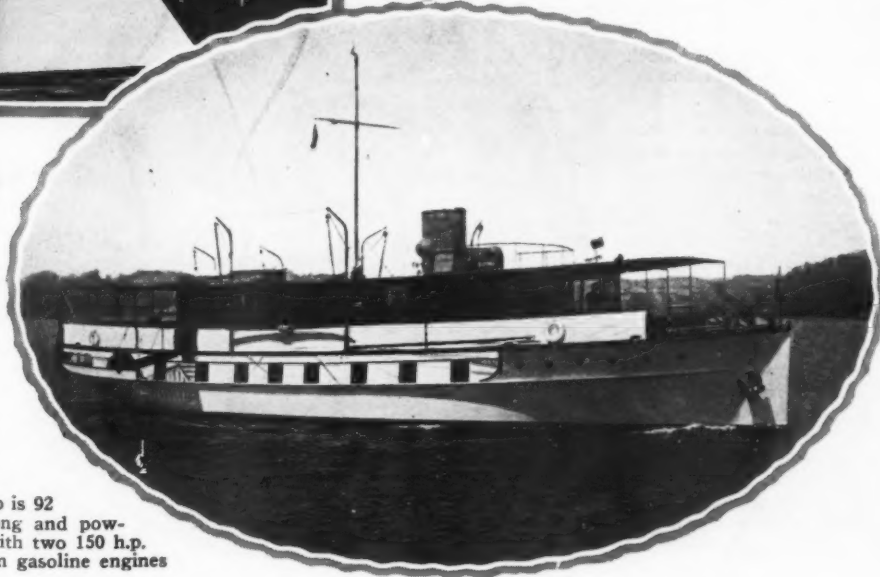


The spacious after deck in which the owner and guests can quickly forget business cares

types which this company has developed in many years of boat building experience. Incorporated with the builder's thoughts are many novel thoughts suggested by the owner, which add to the comfort and convenience of the boat.

The hull has been made 92 feet in length, with a beam of 18 feet. Shallow draft was considered desirable, so that the vessel draws only 4 feet 3 inches. The motive power consists of two six-cylinder Winton gasoline engines, which develop 150 horse power each, and which are able to drive this heavy boat at the high speed of 14 to 15 miles. Much of the auxiliary machinery through-

out the boat is electrically driven, and the power for these units is furnished by a five k.w., four-cylinder, gasoline engine driven generating set. In addition a smaller unit is carried for lighting purposes, at such times when the load is not sufficient to warrant the use of the big machine. There are two electric boat hoists which are used for raising the small boats to the boat deck, as well as an electric windlass for raising the anchors. Electric refrigeration is carried, which obviates the need for securing supplies of ice, and is a much more satisfactory way for preserving food stores in satisfactory condition



Riposo is 92 feet long and powered with two 150 h.p. Winton gasoline engines

Brickton IV, Commodore  
A. L. Bobrick's cruiser  
which won the race



Photographs by  
M. Rosenfeld



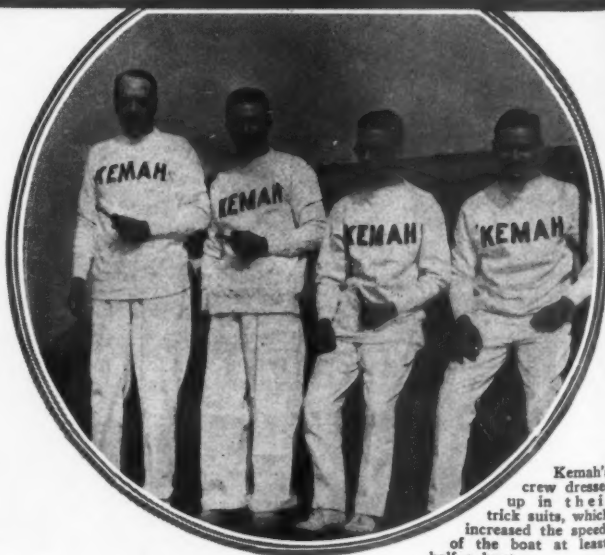
The 34-foot Elco Cruisette Sea Dream II, which  
took the time prize with a speed of 12 knots

**F**OR the second time a reduction gear powered cruiser has been successful in winning a long distance cruiser race on the eastern coast. Brickton IV, the Hall Scott powered cruiser, built for Commodore A. L. Bobrick, of the Colonial Yacht Club, by the Greenport Yacht Basin & Construction company, succeeded in defeating ten other contestants in the 100 nautical mile race of the New York Athletic Club from New Rochelle to Block Island. This race, one of the annual long distance cruising classics was run on July 12, starting at ten o'clock in the morning. Some twenty-four or twenty-five cruiser owners had signified their intention of taking part in the contest, and the Committee had to spend many weary nights trying to assemble them in order to see that they were properly measured and rated, prior to the contest. Unfortunately, owners do not take sufficient interest in matters of this kind to cooperate with the Committee, and

(Continued on page 94)

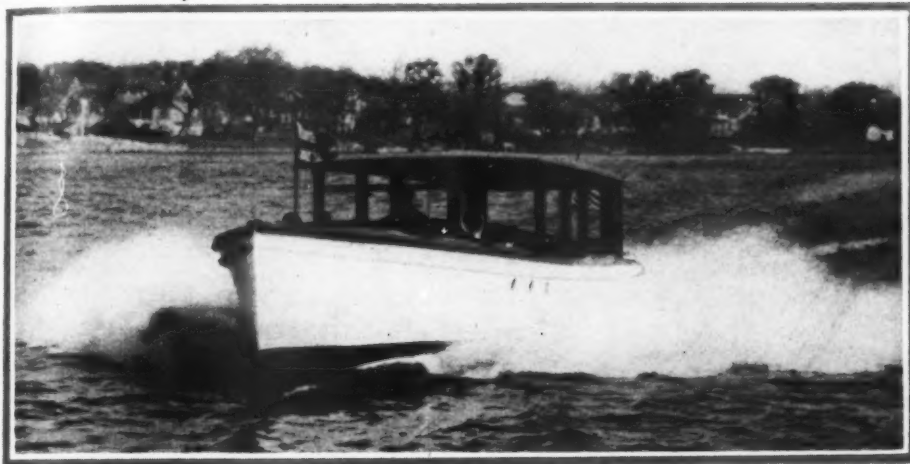
# FOG Hampers Race to Block Island

*Annual Long Distance Race  
Tests Skill of Navigation  
in Heavy Sea and Fog  
Across Block Island Sound*



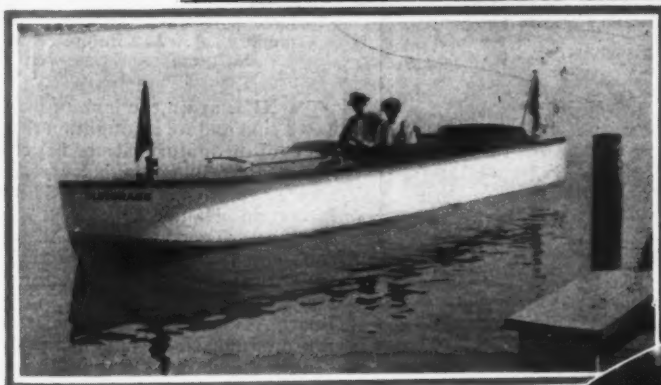
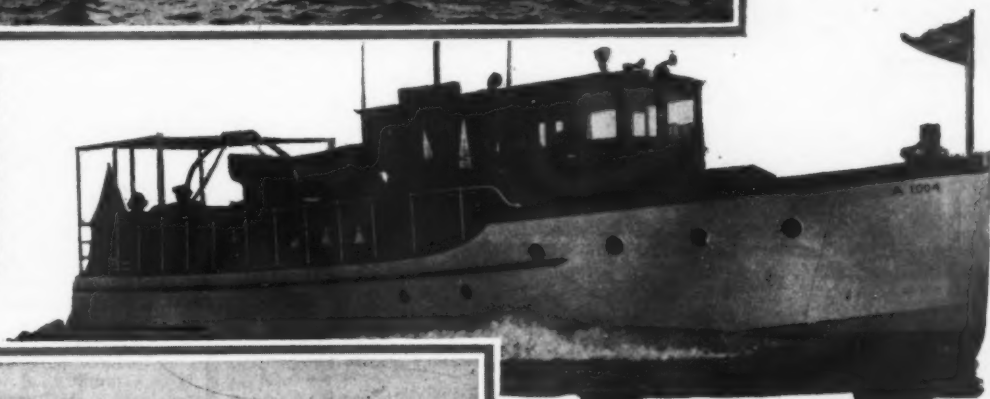
Kemah's  
crew dressed  
up in their  
trick suits, which  
increased the speed  
of the boat at least  
half a knot

# STURDY *Power for Craft*



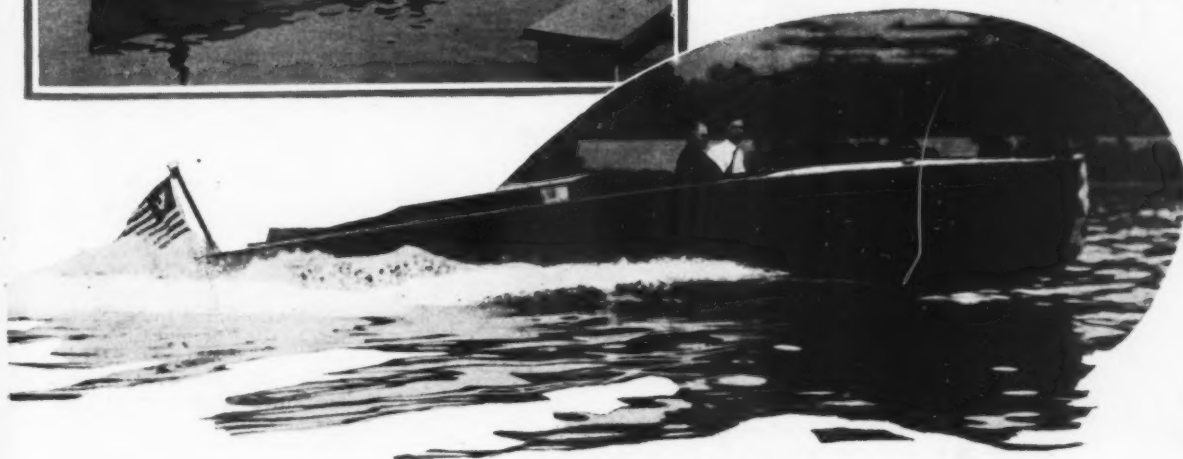
Twenty-five foot sedan canopy top Vee-bottom runabout as built by the Everett Hunter Boat Company of McHenry, Ill., and equipped with the F-6 Scripps engine. The outfit can step right along and 26 m. p.h. are claimed. The boat is of the shoal draft type, and can carry nine persons

Gloria D, a 46 foot cruiser built by Ed Heath for Victor E. Dalton of Los Angeles. This boat, with two E-6 Scripps engines secures a speed of 15 knots, and the owner is greatly pleased with the outfit



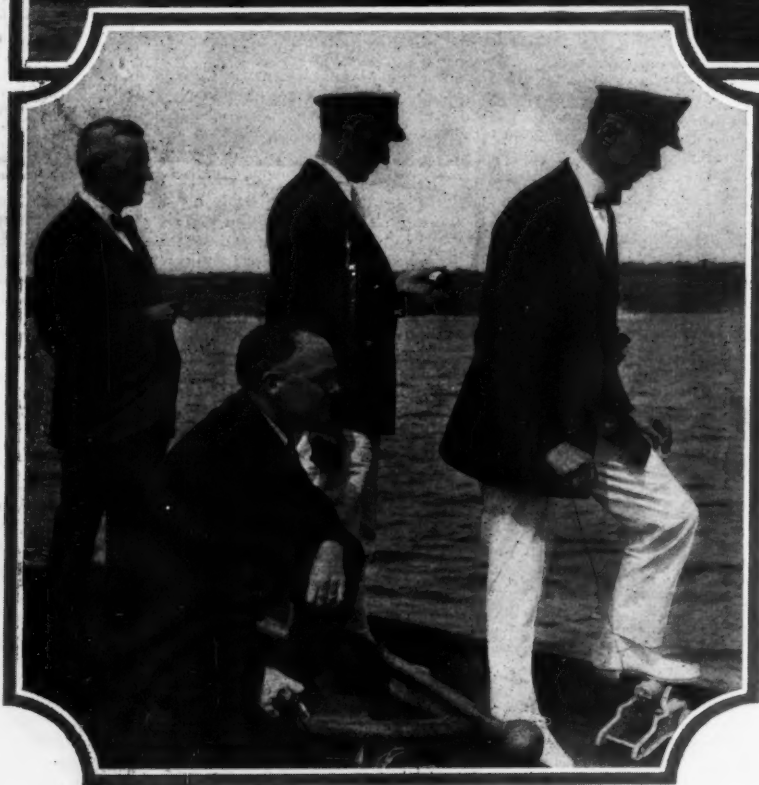
One of the stock 22 foot Vee-bottom runabout, built by the Petoskey Boat Company, Petoskey, Mich., which are heavily constructed, and equipped with a four cylinder, Model F Scripps engine. With this they do over 24 miles

The Albany Boat Corporation are the builders of this smart 26 foot runabout, which is powered with the F-6 Scripps engine. This boat was built for Harris McIntosh, a student at Yale





# BRICKTON IV *Wins First*



The hard working committee preparing to fire the starting gun. Commodore F. R. Still, Thomas Farmer, Arthur J. Utz, and F. W. Horenburger

Brickton IV, the new 44 foot Greenport cruiser built for Commodore A. L. Bobrick with which the race was won

ONCE again the lack of preparation and forethought on the part of the motorboatmen has caused some failures and inability to finish a race over an easy course. The Bear Mountain Handicap, the first long distance cruiser race of the 1926 season, which was at the same time the first trial of the new 1926 cruiser racing rules of the American Power Boat Association, was successfully run on June 27. The Colonial Yacht Club which inaugurated this race last year, were again the sponsors of this contest, and acted as hosts to a large assemblage of visitors. Due to the disturbed condition of the Hudson River water front at this time, the Colonial Yacht Club house has been torn down, and for the moment this club has no permanent home. The New York Motor Boat Club, whose club house remains on the river had offered the use of its facilities to the Colonial Club for the purposes of the race. The Colonial Yacht Club was very glad to avail itself of this courtesy, and the race was accordingly conducted from the New York Motor Boat Club's anchorage. The Hudson River waterfront



# First Race Under 1926 Rules

*American Power Boat Association New Cruiser Rules Undergo First Trial and Result in Success for Reduction Gear Engines*

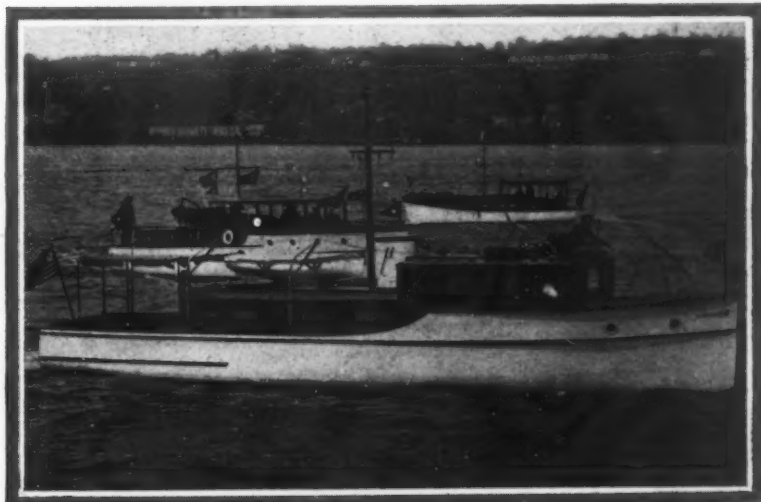
**By F. W. Horenburger**

*Surveyor, American Power Boat Association*

presents a sorry spectacle to any who have not seen it in the last few years. It is in the midst of a violent eruption caused by the filling in operations which are being conducted there for the improvement of the Riverside Park. Boating conditions on the river have been sadly upset, due to this work, since the contractors are trucking heavy loads of earth and rock through the boat yards, and it has been almost impossible to get boats into commission, and launch them properly.

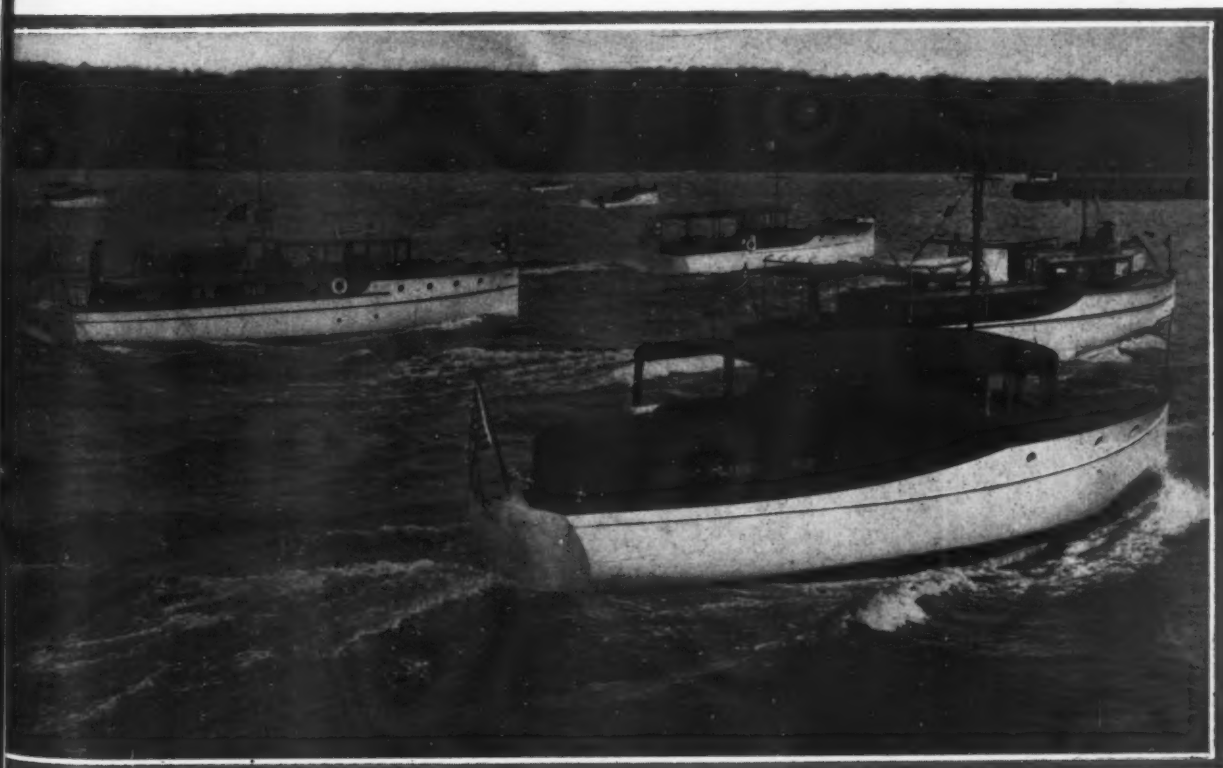
Some thirty odd cruisers had made plans to enter this race, but only twenty-six appeared at the starting line. While this is a large number of boats, it does not represent the interest which this race aroused among boatmen generally; the principal reason that more boats were unable to take part, was due to the fact that the owners neglected to take care of the details of preparation and measurement in sufficient time to compete. It does not seem to be generally recognized that in order to compete in a cruiser race, it is necessary to have the boat measured and secure a rating certificate in advance of the contest.

(Continued on page 94)



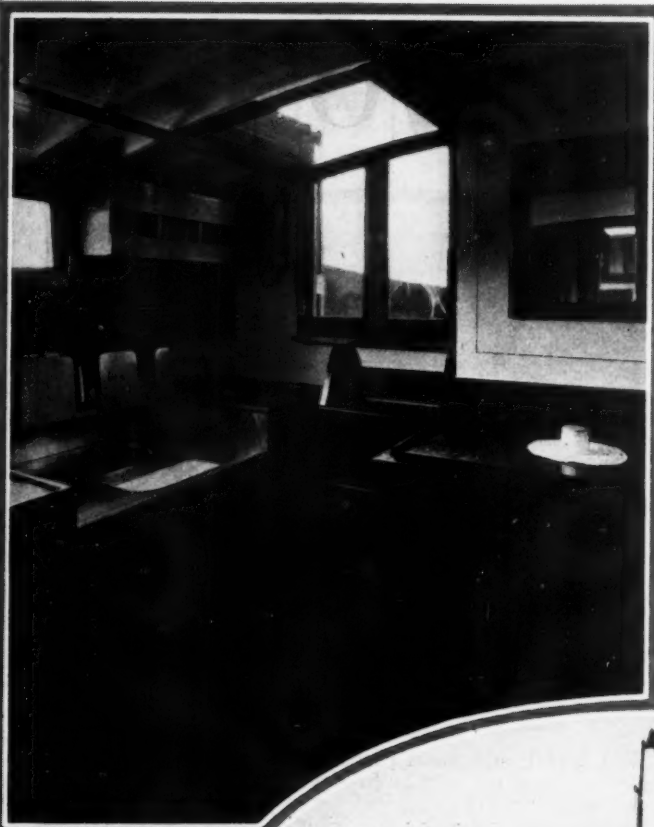
Mu 1, the 47 foot A.C.F. cruiser owned by Douglas Rigney, won second place and broadcast a running comment on the race through WRMU

Just after the start, before the boats had separated from the closely bunched group which crossed the starting line



# A Well Built

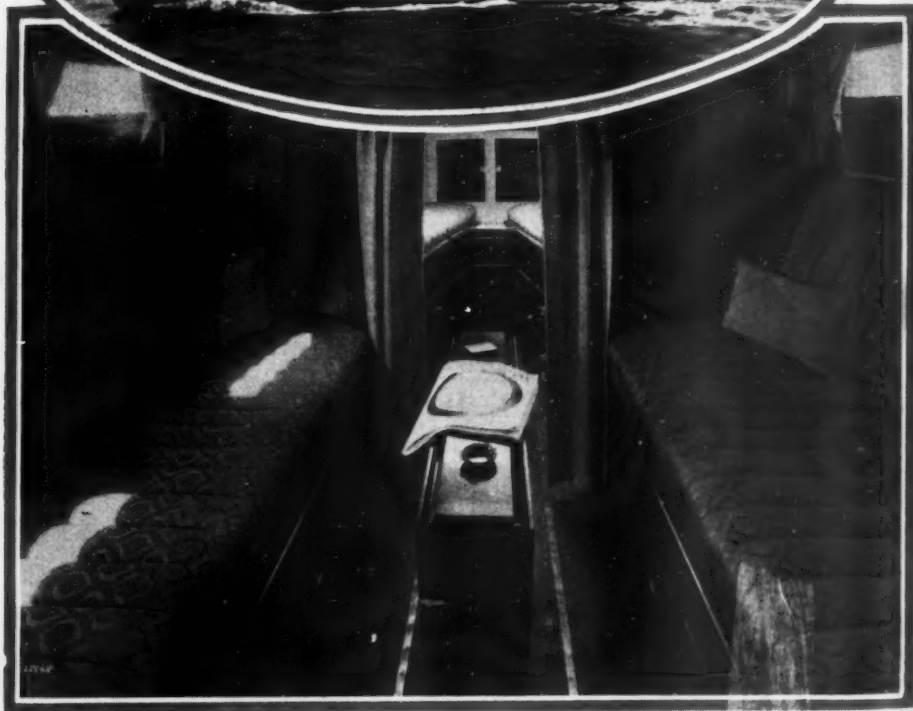
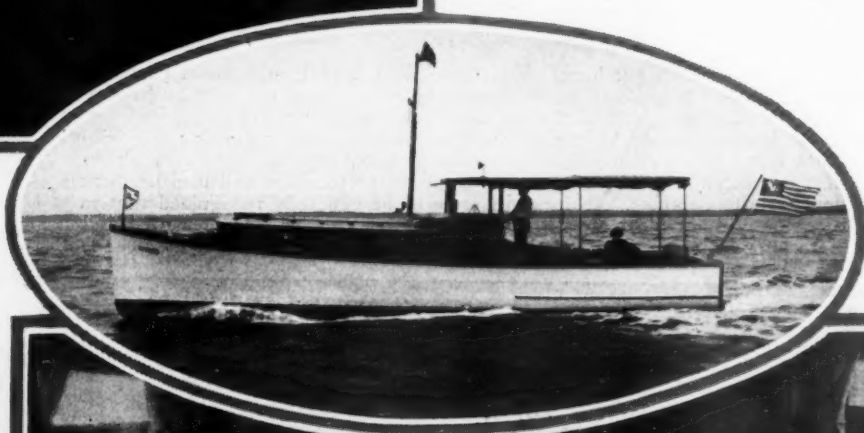
*The 38 Foot Cruiser Built for  
The John Wanamaker Stores  
by the Wilmington Plant of the  
American Car and Foundry  
Company Proves to Be An Ex-  
ceptionally Sturdy and Com-  
fortable Cruising Craft*



The galley on the J W 38 is in the after starboard corner of the main cabin. It is neatly arranged on the outside of the hull, alongside of the companion hatch. This serves to keep this corner cool on a hot day, and makes the task of the cook that much easier

An unusually large cockpit is one of the features of JW 38. The contrast between the Crodon plate of the metal work, and the brightly varnished mahogany, is attractive and effective. The entire control of the boat is centered at the helmsman's position

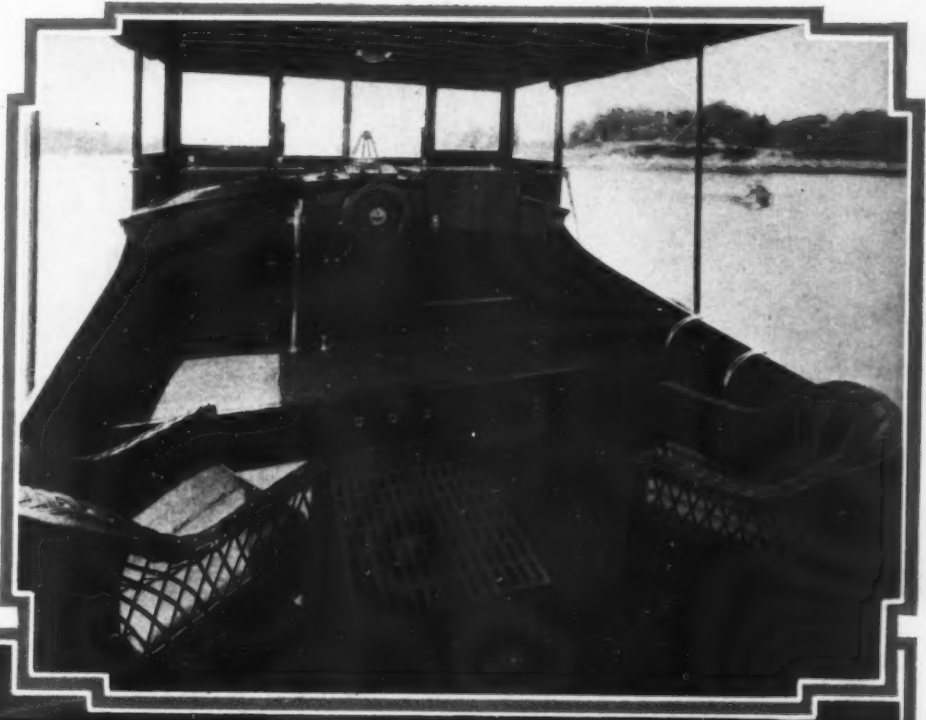
Two cabins are available on this boat, by the simple operation of closing a curtain, which separates the main from the forward cabin. This illustration shows the comfortable arrangement of the forward cabin, and the abundance of locker space beneath the berths



# Built STOCK CRUISER

Underway the JW 38 runs clean and free. Her lines are well arranged, so that she does not drag the water after her, and the four-cylinder HSM Hall Scott with which she is equipped, drives her at a comfortable 12 miles. These boats are built especially for the John Wanamaker stores, by the American Car and Foundry Co. from designs by Eldridge & McInnis

The interior of the main cabin is tastefully decorated with silk curtains and cushions and upholstery to match. The berths are very large and roomy, fitted with springs, so that they are exceptionally resilient, and comfortable to sleep on



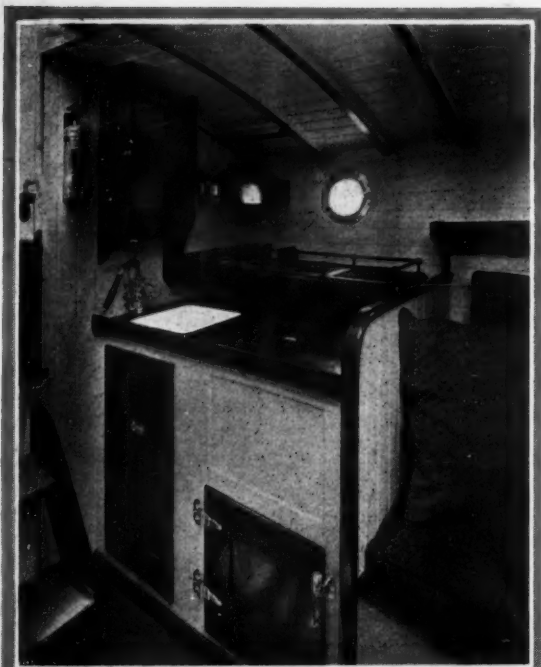
# CHARLOTTE

## *A Fast Sea Skiff*

*Newest Banfield De Luxe Cruiser  
Is the Last Word in Fine Appoint-  
ments and Consistent High Speed*

**I**NCREASING popularity of the Sea Skiff type of cruising boat is causing boat builders who specialize in this type of craft to spend more time and energy in the production of finer boats, with each successive hull completed. The Banfield Sea Skiff Works, at Atlantic Highlands, N. J., are turning out a standardized 34 foot cruiser in a De Luxe model, which is probably the finest example of this type of boat, being built today. The particular cruiser illustrated here, built for Percy Heineman of New York, is one of their standardized boats, which, however, has been trimmed up in elaborate style, far beyond the usual. The hardware and metal fittings throughout

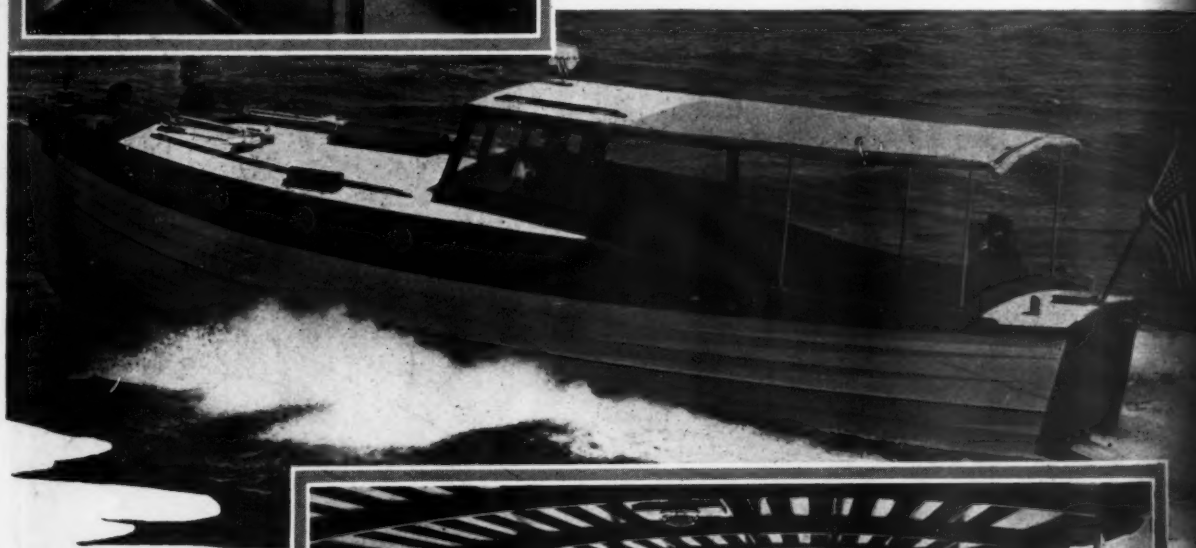
(Continued on page 64)



The new 34 foot Banfield De Luxe Sea Skiff which is powered with two 100 h.p. Kermath engines, which are able to drive the boat up to 25 miles speed quite easily

A corner of the cabin which is given over to the galley, showing the arrangement of the Protane gas stove, as well as the sink, lockers, and ice box below

The cockpit is large and roomy. The hatches over the engines are made to serve a double purpose, and act as seats. All hardware and metal trim has been Crodon treated

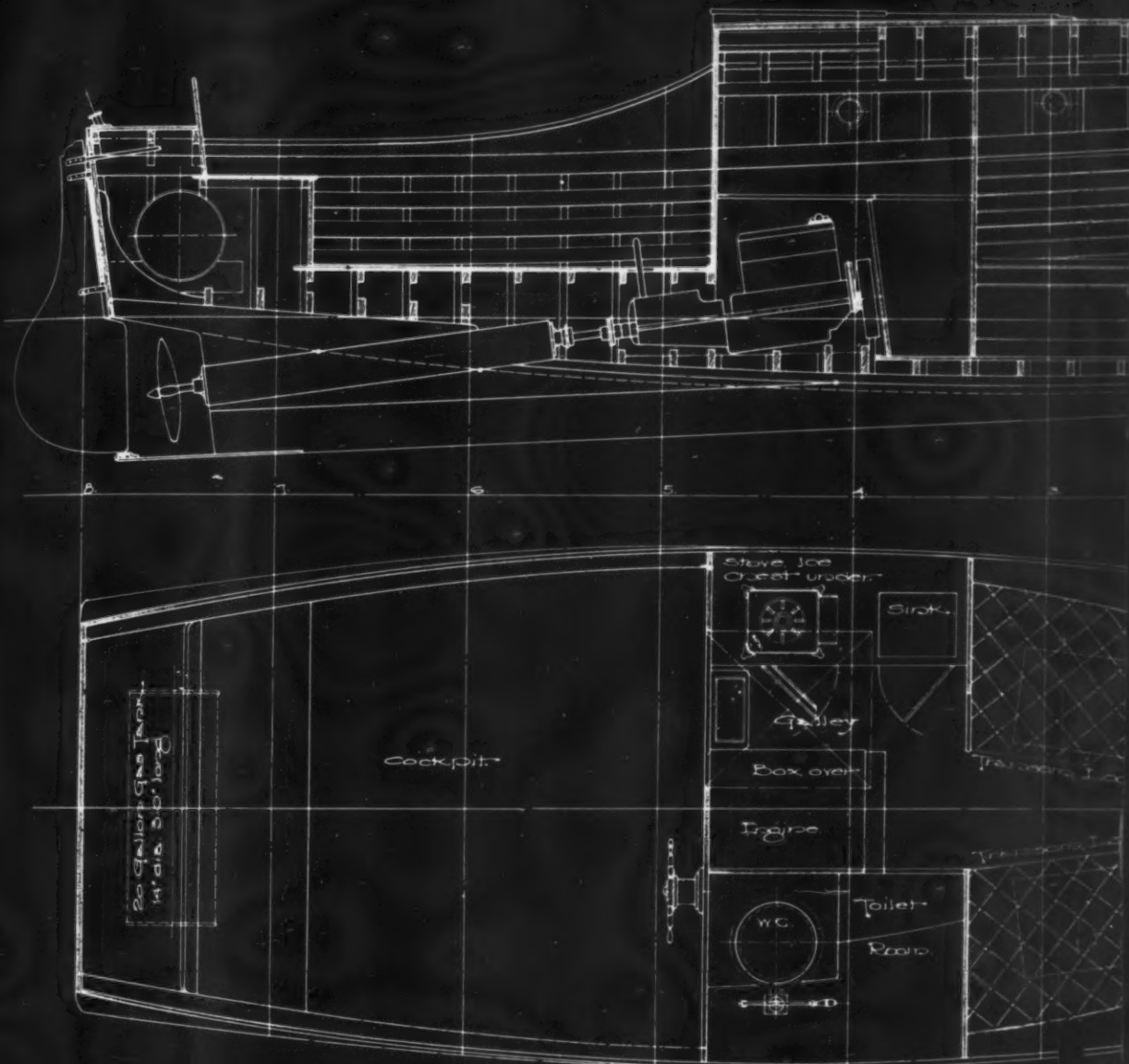




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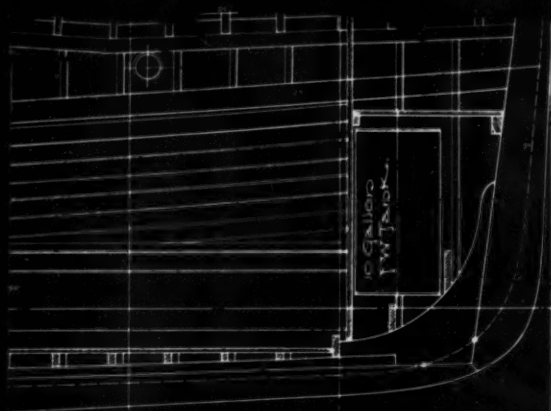






Stations		0	1	2	3	4	5	6	7	Trans	om
Heights above base	Raised Deck & Rail	5 11	0 5 9 7	5 8 5 5 7 5	5 6 6 5 2 4 4 7 2 4 0 4 1	5					
	Sheer Line	5 1	6 4 11 5 4 0 5 4 7 6 4 0 2 4 5 0 4 4 1 1 3 6 4	7							
	24" Buttock		5 8 3 2 6 3 1 0 5 1 8 5 1 9 5 2 0 1 2 4 0 2	3							
	12" Buttock		2 7 4 1 8 3 1 6 1 1 5 7 1 7 0 1 9 3 2 1 0 2	2							
	Rabbit Line		1 5 5 1 4 5 1 3 7 1 4 1 1 5 2 1 7 2 1 1 0 7 2	3							
	Bottom of Keel		1 2 6	Straight Line					0 6 1		
Half Breadths	Raised Deck & Rail		2 0 6 2 1 0 3 3 2 3 3 4 0 3 4 1 3 1 6 2 9 5 2 4 4	4							
	Sheer Line		1 8 7 2 8 2 3 1 5 3 3 7 3 4 2 3 2 2 2 1 0 5 2 6 1	1							
	WL 18" above		1 4 7 2 0 0 3 0 5 3 3 6 3 4 2 3 2 6 2 1 6 2 7 6	6							
	WL 12" above		1 3 1 2 4 3 2 1 1 3 3 3 3 4 1 3 2 3 2 1 1 3 2 1 0	0							
	WL 6" above		1 0 6 2 1 5 2 9 6 3 2 0 3 2 7 3 0 3 2 8 3 2 7	7							
	Load Water Line		0 5 7 1 9 3 2 5 7 2 1 0 3 2 1 0 7 2 6 5 1 1 0 2 0 1 4	4							
	WL 6" below		0 5 3 1 1 1 1 8 1 2 0 6 1 9 6 0 1 0 2								
	Rabbit Line	0 1 4 0 1 4 0 1 4 0 1 4 0 1 4 0 1 4 0 1 4 0 1 4	4								

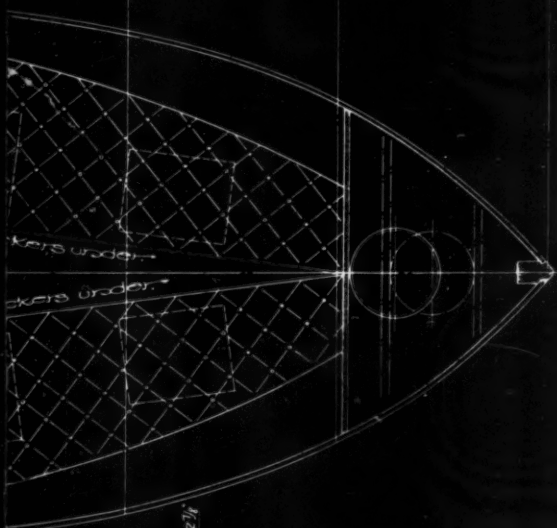
Note — Dimensions in feet inches and eighths, to outside of Planking.  
Stations spaced 2' 6" apart.



Cap. 1 1/4 x 3 1/2, Oak or Mahog  
 Cockpit Floor 7' x 8' 1/2"  
 Beams Oak 1 1/2"

R.D. Clamp, 2 x 2" T  
 Main Clamp 1 1/2"  
 Transom 7' x 8' W  
 Engine Bed

Floor 1" Oak

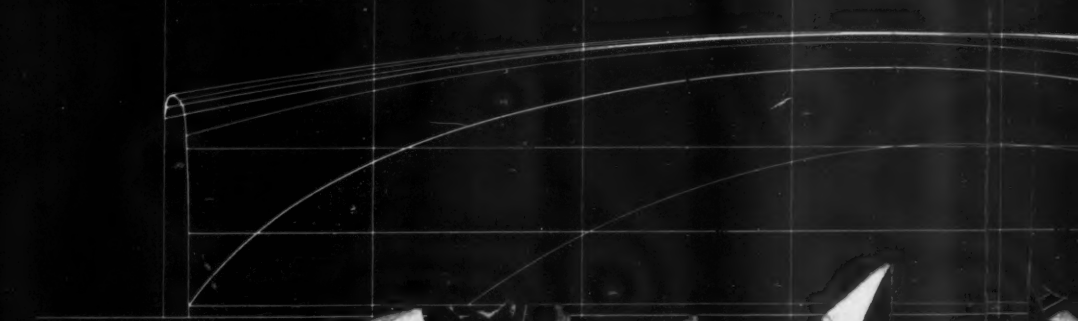


# SHORTY A 20 Foot Cruiser MOTOR BOATING BUILD A BOAT

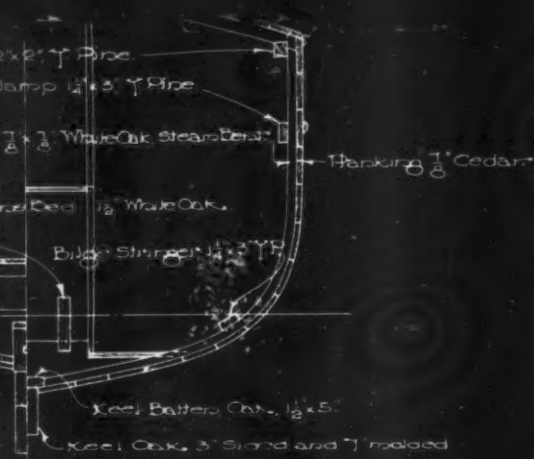
Scale 1/2" = 1'



Base Line





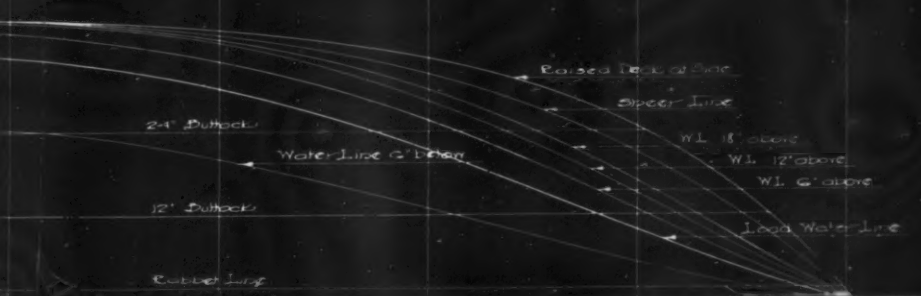
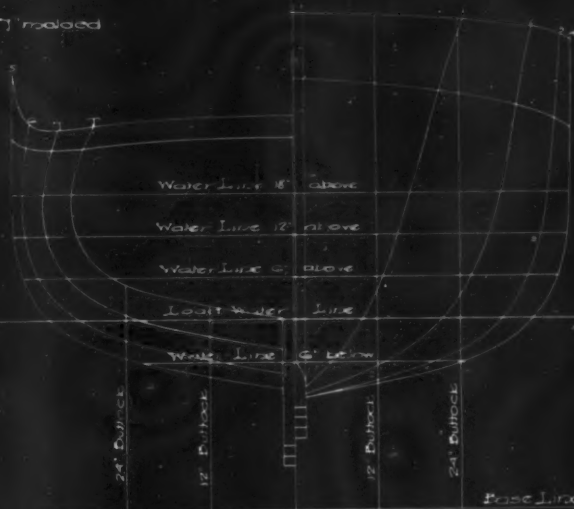


CHAS. D. MAYER  
Especially for

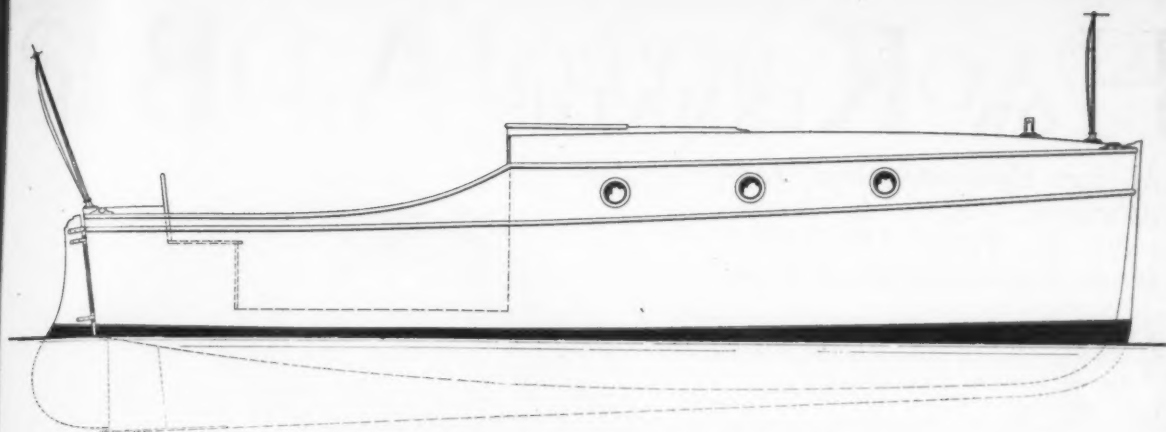
**MOTOR  
BOATING**

119 West 40th St.  
New York

Y  
cruiser  
ING'S  
T Series  
= 1'







Outboard profile of the 20-foot cruiser Shorty, designed for amateur builders

# SHORTY, *A Twenty Footer*

Designed Especially for MoToR BoatinG

By Charles D. Mower

THE design published in this issue of MoToR BoatinG is the result of the suggestions received by the designer from one of the many enthusiasts who follow the plans published in MoToR BoatinG for amateur builders. This reader expressed his ideas as follows: "Have wanted a small cabin boat for fishing and hunting trips of two or three days' duration; as small a boat as can be built, and yet have a few comforts. Do not want a boat of too much beam, which will require a lot of power to move it, yet one that will sleep two or three persons. Perhaps bunks could be arranged so as to completely cover space between side seats, making one wide bunk for three. Could a small wash basin be placed in the toilet room? Would a two cylinder 6-8 h.p. Kermath, or a 7-8 h.p. Red Wing motor be powerful enough, or would it need something like a Universal or Niagara Special to push it about nine or ten miles per hour? Must be a cheap boat, soundly built, and of good materials, but no fancy trimmings, and no varnish work. I favor the skipjack model, but think regular round bottom would do just as well, and be easier to build. Expect five feet, six inches headroom is all that is possible, and perhaps not that. Don't want to make a box car looking thing out of it, as I have always considered pleasing lines and a well proportioned boat worth ducking your head for. To be a utility boat, one you can use hard, and not be afraid of scratching or marring. Give us a plain boat for plain people, as all the mahogany and polished brass do not make a boat any more useful or seaworthy. Size to be about 21 feet overall, by 6 feet beam. Perhaps Charles D. Mower can use this in part for a design, and think it would interest many people."

As there seemed to be a lot of good practical common sense in the foregoing suggestions, a design has been drawn for a little round bilged, raised deck cruiser, 20 feet over all, with 6 feet, 9 inches beam, and 1 foot 10 inches draft. She is a sturdy little ship, in which two or three persons can cruise with safety, and a rea-

sonable amount of comfort, and will make a useful and handy little boat for almost any purpose.

The cabin arrangement gives two transom seats, which also serve as berths, and by filling in the space between the transoms with an extra cushion, a berth wide enough for three can be made. There is a small enclosed toilet room on one side of the motor at the after end of the cabin, and on the opposite side is the galley space, with room for a one or two burner camp stove, a sink, and a small ice box. A ten gallon tank for fresh water located in the bow gives a sufficient water supply for cooking, and washing, and drinking water can be carried in jugs or glass bottles. While the cabin headroom is only a little over 4 feet, it allows sufficient height to sit up straight on the cabin transoms. The companionway allows the man who is doing the cooking to stand up straight, and come up for air occasionally. While not shown on the plans, which have been made as simple as possible, with a view of keeping down the cost, a skylight over the main cabin would add greatly to the comfort of cruising, by giving additional light and ventilation.

The cockpit is 6½ feet long, and is left clear, except for the seat across the after end. The cockpit floor is above the water line, and fitted with scuppers, so that no rain water goes into the bilge of the boat to necessitate pumping out after every heavy rain storm. The cockpit can be left open, as shown on the plans, or fitted with an awning or standing top as desired by the owner.

The motor shown on the plans is a four-cylinder Universal of about 15 h.p., but there is a wide selection of small motors, of both two and four cycle type, on the market, which can be used with satisfactory results, so that the individual owner can select the motor which best suits his ideas, or his pocket book.

Lack of space prevents giving a detailed description of the method of building a boat of this type, and the amateur builder is advised to obtain a good book on small boat building to guide him in all (Continued on page 88)

# How KERMATHS Are Built

*Modern Equipment and Manufacturing Methods Necessary to Turn Out High Grade Engines in Quick Time*

**B**UILDING marine engines of a modern high efficiency type is no simple task. Machinery and equipment for this work is necessary, which is of the highest precision and capacity, in order to turn out the large volume of work expected in these days of high speed. The Kermath Manufacturing Company of Detroit, have kept their equipment right up to the minute, and all machinery is of the most modern and effective types available. Building the engines requires the same type of modern equipment used in the high grade automobile plants, and the processes of assembling are in all essential



A huge milling machine faces off the crank case of six cylinder Kermaths in record breaking time



The assembly line of the six cylinder 65 and 100 h.p. motors is a busy place

details quite similar.

The most interesting part of the plant is the testing rooms, in which all engines are limbered up and run under their own power for a considerable period. After the engine is re-



A battery of five six cylinder Kermaths ready to be run in an 8 hour test

ceived from the assembly line, it goes to the test room where each engine is given what is called a jacking in run of from three to four hours, which means that it is turned over by  
(Continued on page 164)



# SMALL MOTOR BOATS

## *Their Care, Construction and Equipment*

A Monthly Prize Contest Conducted by Motor Boatmen

*Questions Submitted for the October Prize Contest*

1. Devise a practical scheme for mooring boats in a limited space so that they are accessible and not apt to damage each other by contact when moved by wind or tide.

(Submitted by W. B. M., Newburgh, N. Y.)

2. What suggestions can you make to protect the boat during the winter lay-up, and what should be done in the fall to make the fitting out tasks easier in the spring?

(Submitted by A. P., Bronx, N. Y.)

## Novel Stunts for Regattas

*Keeping Up the Interest of the Rocking Chair Fleet by Races and Novelties in Which All Can Take Part*

Answers to the Following Question Published in the June Issue

"What would you suggest as a novel race or stunt for club regattas which would interest everyone, and in which non-boat owning members or the public could participate?"

### *Interesting the Public*

(The Prize-Winning Answer)

THE majority of regattas which I have attended, certainly have been rather uninteresting for the general public, many of which have never seen any particular reason for having more than a passive interest in boating and its incident pleasures. It always seems to me that affairs of this nature provide the real opportunity to interest prospective yachtsmen, or arouse public opinion in favor of boating and water facilities. In other words, if you can show anyone that they need a certain article, they are generally enthused to a pitch where they will go to quite a lot of trouble to obtain that particular article; and then, if you keep the fact that they should always have it before them, this article will remain a necessity. Consequently, why not take this medium of club regattas as an opportunity of doing this very thing in your own community. Remember this; just an ordinary race for certain classes of boats, or even a free-for-all in which every boat can enter, will interest club members and the majority of the boat-owning fraternity, but the majority of the spectators who will see only the start and the finish are certainly not going to rave over it, unless it is something in the nature of a race for the championship of the world, etc. For that reason, why not stage some races or stunts in

which the non-boating public will be interested or can participate. Some of the following contests will be found to fill the bill in any part of the country where it is possible to stage a regatta.

One of the best contests I have ever seen, in which every club boat with an engine can enter, and which can be made to add quite a bit to the club treasury, may be called, The slow and drift race. One thing is certain; it furnishes a lot of fun to participants and spectators alike, and gives plenty of opportunity for good natured kidding. By penalizing the entrants a specified sum of money for each passenger on board his craft for each minute more that it takes to finish the course, a sufficient amount can be realized to cover the costs of first and second prizes, the remainder to be added to the club's cash on hand. Prizes should be offered for the winners of each and every contest, and then one for the one winning either first or second place in the most contests. These should preferably be articles which the winner can use, or even cash, rather than medals or cups. Where the ordinary race is rather a

tiresome and gruelling contest for both participants and spectators, this race is more of a picnic and fun-producing event.

It is staged as follows, and every entrant should make earnest efforts to live up to the rules:—

Each boat carries as many non-boat-owning members or spectators as possible in addition to its regular crew, as the more live ballast aboard the slower the boat's speed will be. One or two of these passengers will act as observers and keep an accurate record of time, infractions of rules, etc., which are to be handed to the judges at the end of the race.

The boats are lined up abreast on the starting line, with motors running but with reverse gears in neutral; and, at the starting signal each boat is immediately put

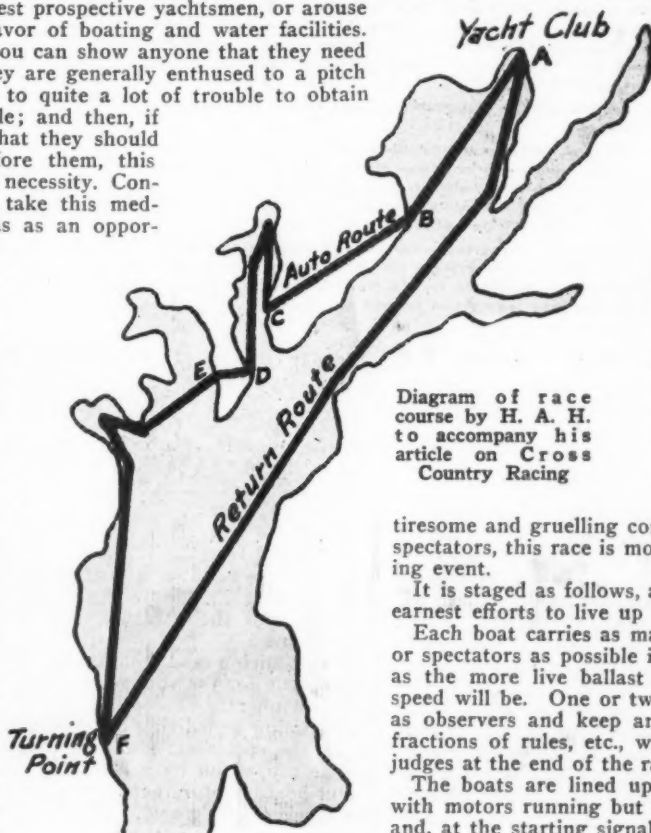


Diagram of race course by H. A. H. to accompany his article on Cross Country Racing

in motion steering a straight-away course up or down stream, as the case may be. Clutches must not be slipped, but must be kept in full ahead adjustment, all cylinders must be kept operating, and the motors kept turning over as slow as possible. The idea is that the less distance covered by the time, the turning signal is given, the less distance there remains to be drifted on the return leg of the course. Every time the motor is stalled or stopped while on the course, the entrant is to be penalized the amount of time it takes to get in motion again multiplied by three, this time to be taken by the observers and the penalty imposed by the judges.

At the end of a few minutes' running, the turning signal or gun is given by the judges boat, which accompanies the boats on the course, at which time every motor is immediately stopped and the boats turned about under their momentum. As the course is laid out with the last leg so the wind or tide (whichever is stronger) will be with the boats to drift them back to the starting line, this last leg will be a drifting race, and here is where the fun starts. No oars, sails or other devices are to be used in any manner to increase the boats' drift; and, when any two boats are in danger of fouling, only one member of each boat's crew must fend the craft apart.

As each boat crosses the finish line, the time is taken by the judges; and, as soon as the observers hand in the penalty time, the corrected time is worked out and each boat placed. The first and second boats making the best time on the course are to be given the prizes, while all other entrants and their passengers and crews will be fined a specified sum per minute.

There are a number of other events which can be arranged in which each entrant pays a specified entrance fee to cover cost of prizes and all add to the club's treasury. They are as follows:—

A casting contest on the beach for distance, using a light  $\frac{3}{8}$ -inch diameter casting line about 150 feet long. A small square is marked out on the beach from which point the casts are made.

The last 10 feet of the line must lay in a marked out lane 20 feet wide, and the contestant whose line falls correctly with the end farthest from the starting square wins the prize. Anyone can participate.

A marine tug-of-war is also interesting. Two captains are appointed who pick an even number of boats which can be divided into two teams. The total horsepower of each team must equal the other. We will say there are six boats in each team, with a total of 300 horsepower in each team. They are fastened together with heavy cable so that the stern of each anchor boat on the two teams lie stern to stern. In the center of the cable between the two teams a flag is fastened, which must line up with two shore ranges when the starting signal is given. The boats are all fastened in line with motors running and with all clutches in neutral with the exception of the two head craft, one on each team, who jockey the line into position at the judges signal. When the starting signal is given each boat goes into full speed ahead as quickly as possible, and the idea is for each team to try and tow the other against their power. Each boat should have as many passengers aboard as possible in order to bury the propellers as far in the water

as practical, which will give a better thrust for towing. The team winning are treated in some manner during the regatta by the losing team.

A ring buoy throwing contest, where the buoy is thrown at an upright stake fastened to the deck of a small craft or raft, anchored astern of the judge's boat. The different boats which participate, run slowly past this mark at a specified distance and make their casts. In order that the boats will pass at this specified distance, a bamboo fishing pole is pushed into the harbor bottom at the proper distance from the mark, and this must be left between the craft making a cast and the mark. Those casting must endeavor to ring the peg, or make the buoy remain on the mark or raft. Each craft is allowed five casts. Ringing the peg gives ten points and placing the buoy on the mark or raft gives five points. The craft getting the most points wins. A light line is fastened to these ring buoys, so that they can be easily retrieved in case of failure.

A speed guessing contest can be staged open only to spectators or non-boat-owners. The fastest craft available makes a test run between two buoys on a chosen

course. The spectators are not to be told the distance, but must guess how many feet the boat would cover in one hour at the same rate of speed. Small prizes are given.

Various acrobatic and stunt contests can be staged with aqua-planes towed in back of fast craft. Such things as diving from the planes at slower speeds, standing on head and hands at high speed, ability to make the board plane at slowest possible speed, running up past the towing craft, etc., will be found to interest everyone, old and young alike. Each contestant has an identifying number, and the spectators vote for the winner, who is to be given a prize. It will make it particularly interesting if someone can be had who is an expert, and who will go through some really comical stunts just to raise a laugh from the crowd. His stunts can be pulled off in between the different aqua-plane contests.

Tender contests can be staged in different styles, such as paddling (no rowing allowed) and open to any tender from 8 to 16 feet in length, tipping, tug of war, etc.

In the paddling contest, oars are used for paddles, and the number of paddlers allowed to each length of tender should be about as follows:—

8 - 10 feet.....	2 paddlers
11 - 12 feet.....	3 paddlers
13 - 14 feet.....	4 paddlers
15 - 16 feet.....	5 paddlers

The course is about a quarter mile in length, starting and finishing at the judges' boat. Suitable rules are made to suit the occasion, and penalties imposed for infractions.

Rope splicing and knot tying contests can be held, particularly for the youngsters, and suitable prizes given to the winners.

Swimming and diving contests and stunts to be voted on by the spectators always prove interesting, and this can be topped off by a life-saving demonstration.

Out-board motor races are always popular and catch the fancy of the crowd, and should have suitable prizes for the winners.

(Continued on page 120)

### Rules for the Prize Contest

**READERS** are urged to consider the prize questions for the October issue, and send answers to them to the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before August 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

**QUESTIONS** for the next contest must reach us on or before August 10. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the question above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

# Carry a First Aid Kit

*Ability to Take Care of Minor Injuries Promptly While On Board the Boat  
May Relieve Greater Suffering at a Later Time*

Answers to the Following Question Published in the June Issue

"Explain the equipment of a first aid kit, suitable for a motor boat, and the use of the articles contained therein"

## Safety First

(The Prize-Winning Answer)

MANY a motor boatman places the welfare of his boat above his own health, safeguarding the former with the finest fuel and oil, complete equipment, and a few high-grade spare parts and providing himself with only a few of his favorite smokes and tins of tobacco. The man who uses his craft once a week and rarely out of sight of port might entirely omit first aid equipment and have no occasion for regret. But the navigator who makes a cruiser live up to its name, and whose guests are neither stoics nor sissies, is using only ordinary caution when he has on board a first aid kit containing articles of proven value.

It would be invidious or in the nature of advertising to mention specific trade names of recommended articles, but a general description of the main items will give a fair clew to their identity. Also, they may be grouped according to the bodily treatment or relief they afford, as follows:

For the eyes—Bottle of witch hazel and small cotton pads for application; 3 or 4 pairs of amber glasses to relieve glare and prevent headaches.

For the nose—One 2- or 3-ounce bottle of spirits of camphor to ward off colds.

For the teeth—Two packages of toothache gum.

For the skin—Package of court plasters of assorted sizes and shapes; two or three 1-pint bottles of rubbing alcohol; one bottle of oil or ointment good for bruises.

blisters, or burns; one bottle of iodine for cuts, bruises, or burns; several styptic pencils for cuts; two bottles of liquid skin for cuts; one tube of vaseline camphor ice for bruises, blood blisters, chapped hands, or severe sunburn.

For internal use—A preventive for seasickness. There are several preparations in powder, tablet, and liquid form that have demonstrated their value; laxative pills, powder, or solutions of recognized merit; headache remedy.

Miscellaneous—Nail file and clippers; package of corn plasters; two leather band wrist braces; one bottle of antiseptic solution; one bottle of disinfectant; several collapsible sanitary drinking cups; one package of cough drops.

For emergencies—One 10-yard roll of gauze for bandages, with adhesive tape or cloth for applying the same; one bottle of liniment; one package of paper towels; one large, flat fan.

Makers' instructions on packages, bottles, or tins should be followed implicitly.

Such first aid equipment is not heavy or bulky and should obviously be stowed in a clean, secure part of the boat. Use of a more elaborate or complete kit would require the professional skill of a physician or nurse.

If the motor boatman and his family or guests are in fair or good health and practice safety first to a

reasonable degree, such first aid items will rarely be in demand, except on an extensive cruise; but their provision, like an insurance policy, tends to make all trips more enjoyable by the sense of security resulting from this preparedness.

D. McC., Cleveland, O.

## A Small Medicine Chest

A MEDICINE chest on board a small boat is as rare as one of the big fellows without one, yet there is no reason why a small boat should not have included in its equipment the following: vinegar, Collyrium, Listerine, 10% solution of carbolic acid, adhesive plaster, collodion, iodine, Bromo-Seltzer, scissors, gauze bandages, carbolated vaseline, tweezers, finger cots, cascara (5 gr. pills), absorbent cotton.

Vinegar is an old time remedy for sunburn and windburn and one that will take out the sting as well if not better than the patented sunburn lotion. Rubbing the affected parts with vinegar once is all that will be required.

Collyrium (Wyeth) is invaluable for smarting eyes whether arising from sun glare, spray or other causes. It comes in a glass stoppered bottle, with an eye cup incorporated in the stopper. It is a colorless liquid that gives instant relief and capable of curing acute cases of eye congestion over night.

If the two remedies just mentioned were the only ones carried on board a boat they would be

90% efficient in covering the ills that are most generally accompaniments of boating, sunburn and eyestrain.

The possibility of accidents is always present, particularly in the motor boat, yet for the most part these can be taken care of by thoroughly cleansing the wound; if the skin is broken, applying an antiseptic and bandaging.

Listerine with its curative and antiseptic ingredients is perhaps one of the best germicides, although a 10% solution of carbolic acid is preferred by some, even though it is sometimes harsh on the surrounding tissues.

In combination with the foregoing carbolated vaseline, in tube form, makes an admirable agent in treating cuts and bruises in that with its curative qualities it likewise prevents the bandage from adhering to the wound.

Adhesive plaster and collodion for attaching bandages have the time honored string beaten a mile. A cut on the back of the hand, for instance, can be readily and securely bandaged with the aid of adhesive plaster, or by saturating the edges of the bandages and the adjacent skin with collodion, there will be little danger of the bandage slipping.

Very often collodion is used to harden the outside layers of a gauze bandage and convert the bandage into a knock resisting covering, but care should be taken in using collodion this way to avoid making the bandage air tight, as this retards healing.

Around salt water a cut finger— (Continued on page 124)



# Yard and Shop

Notes of Interest to Both Owner and Manufacturer

## Teaser Beats More Trains

**A**N interesting run of the fast runabout Teaser, in comparison with railroad schedules, was made not long ago by the owner, Richard F. Hoyt, when he travelled from the New York Yacht Club landing, New York, to the Yale-Harvard races at New London, in two hours and eighteen minutes. During the entire trip, the Wright Typhoon engine of 600 h.p. was not given its full throttle. Nevertheless, the elapsed time from New York to New London, was 26 minutes faster than the scheduled time of the two fastest trains between New York and New London, which make only one stop between those points. The boat trip was 47 minutes faster than the scheduled time of the regular express trains. The owner and guests on Teaser had a very enjoyable trip, even at the high speeds made, and the boat was in active use all through the Regatta.

## Correct Lubrication

Our reproduction shows the cover design for the 1926 edition of the little booklet, *Correct Lubrication*, issued and distributed by the Vacuum Oil Company of New York. This little booklet is exceedingly valuable for all marine engine users, since it describes many of the reasons why marine engines fail, due to the lack of proper oil and lubricants. Different types of engines require various treatment, and the booklet goes into detail on all parts which require oiling. Valuable hints on the remedying of difficulties are also given, and hints on the correct adjustment of engines and accessories are included. A table listing the proper grade of Mobiloil to use with every make of marine engine is another one of the



This 34-foot cruiser built by Richardson Boat Company of North Tonawanda, has a surprising amount of room and is powered with a four-cylinder Kermath or Peerless engine which gives excellent results



The remote electrically controlled search light made by the Carlisle and Finch Company of Cincinnati, has great advantages in facility of use



The all mahogany Chris-Craft runabout which is powered with the new 150 h.p. valve-in-head Kermath engine, has a speed of 40 miles, and handles perfectly under all conditions

valuable features in the book. It closes with a few paragraphs on the compass, buoys, anchors, and storm signals.

## New Distributors for A. C. F.

An announcement is made by S. Clyde Kyle, that Chenevert and Company, whose address is 325 Ford Building, Detroit, are to act as representatives for A. C. F. cruisers, in Detroit and adjacent regions. The line of De Luxe cruisers, built by the American Car and Foundry Company will be three distinctive models. The largest will be the 47 foot cabin cruiser, with the 41 foot bridge deck cruiser next in size. The smallest

being the 35 foot raised deck cruiser. The boats are all substantially built, and finally appointed, and turned out complete in the big plant at Wilmington, Del.

## The Richardson Cruiser

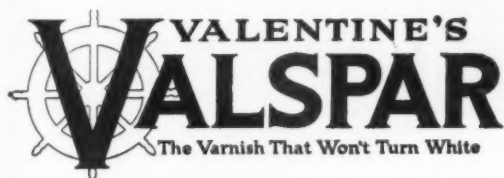
The illustration of the 34 foot cruiser, built by the Richardson Boat Company of North Tonawanda, is of one of their standardized boats, built in what is termed the double cabin type. This is to say, there is a stateroom in the extreme bow, which is followed by toilet room on the port side, with a large clothes locker and dresser on the starboard side opposite. The main cabin comes next, with upper and lower berths on each side, with the galley at the after most end of the cabin. The cockpit is large and roomy, and altogether the boat is attractive in appearance, and a surprise to many on account of the large amount of room and comfort which is built into the boat. While no particular engine has been adopted as standard, the four cylinder Kermath and Peerless engines have both been used with every success.

## Newspaper Takes Up Boating

The *Baltimore Sun* has established a yachting column known as Rounding the Buoy, which will be published in the sporting section of that paper every Tuesday morning. Peter C. Chambliss has been selected as Editor of the column. Mr. Chambliss has for six years organized the Chesapeake Bay Championship workboat races, which are sponsored by *The Sun* and *The Evening Sun*. It is the purpose of Rounding the Buoy to further interest in yachting on the Chesapeake Bay and its tributaries. (Continued on page 44)



## Valspar protects the "Shadow K"



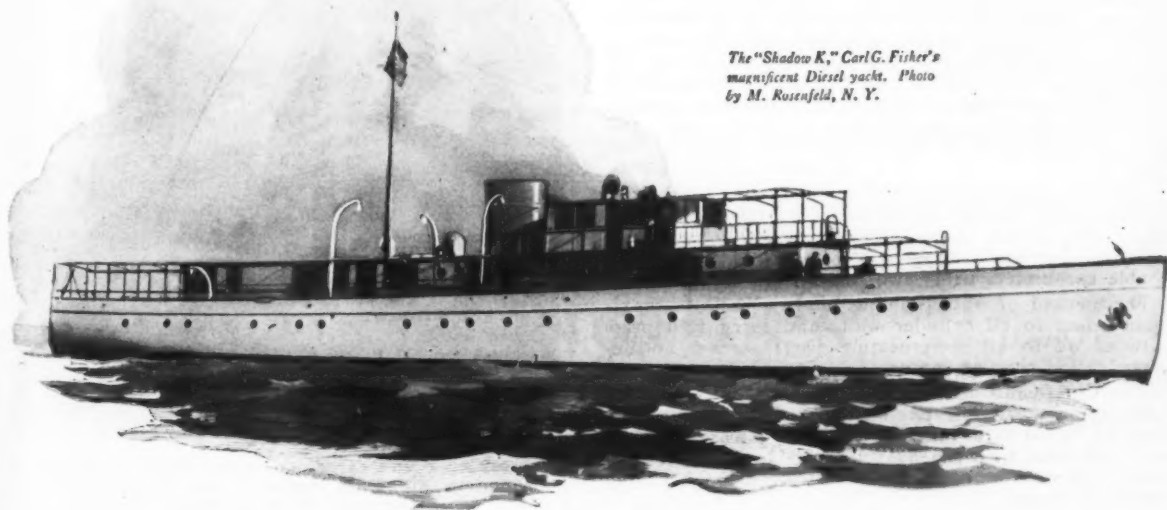
**S**PEED yacht de luxe! That's a fitting designation for the "Shadow K," Carl G. Fisher's twin-screw steel yacht, said to be the fastest Diesel power yacht ever built.

Designed for speed, built for luxury as well as endurance, "Shadow K" is a veritable masterpiece of yacht construction. And, as on all the fine craft produced by the Consolidated Shipbuilding Corporation, Valspar was used for all the bright work inside and out.

This appreciation of Valspar is unanimous with leading designers and builders of watercraft everywhere. All agree that Valspar is the best all-around varnish for marine use. All concede that Valspar never fails to give thorough protection from vibration and weather, from oil, gasoline and grease.

For Valspar's the waterproof, weather-proof varnish that never turns white. Fog, salt spray, pounding waves—none of these can mar Valspar's lustre or cause its smooth surface to crack or disintegrate.

*The "Shadow K," Carl G. Fisher's magnificent Diesel yacht. Photo by M. Rosenfeld, N. Y.*



When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

# Yard and Shop

(Continued from page 42)

## Gasoline Facts

Gasoline Facts is the name given to a new booklet, published by the National Tank Auditing Service, of Bradford, Penn., which describes the sources of supply, and the methods of refining and manufacturing gasoline and oils which are used for automotive purposes in such large volumes in the United States. The booklet describes methods of drilling for the crude oil, as well as the newest methods of refining. The tests to which the finished gasoline is subjected are also described, as well as many other interesting features of the gasoline industry.

## The Newest Chris-Craft

The 26 foot all mahogany Chris-Craft runabout powered with the new 150 horse power Kermath valve-in-head marine motor has a speed of 38 to 40 miles an hour at 1,850 revolutions per minute. It has perfect banking qualities on both port and starboard turns and the engine speeds on



W. J. Webb, Assistant Sales Manager of the Elto Outboard Motor Company, trying a Super Elto on a fast canoe

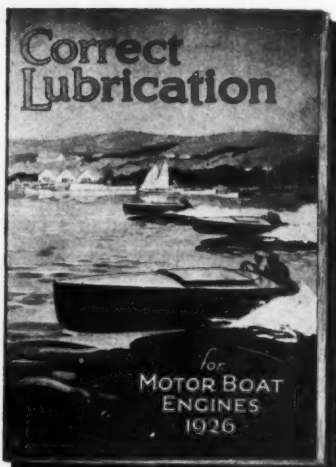
even the sharpest hair pin turns are only cut down approximately 150 to 200 revolutions.

There is a noticeable absence of vibration, the motor running without effort, turning an 18 by 26 wheel at 1,850. The smooth running qualities add materially to the enjoyment of the ride and even in rough water the boat handles with greater ease and with less pounding than the lower powered runabouts of the same design. The acceleration on this motor is extremely rapid, full speed being attained in a matter of some three hundred feet.

Both Jay Smith and his father, Chris Smith, are very enthusiastic about the performance of this new motor which has double Delco ignition, overhead cam shaft and four overhead valves to a cylinder. The motor is double carbureted, using two Scheblers.

The method of water cooling offers a uniform maximum effect to all cylinder walls and force feed pressure of oil to all reciprocating parts insures an extremely cool running motor.

The Chris-Craft has an abundance of power and at 1,850 r.p.m. the motor has an additional reserve which may be called into play. A noticeable feature is the fact that even with the boat carrying four or five passengers there is no appreciable lowering of engine revolutions or speed.



Reproduction of the cover on the little lubrication hand book, which will be sent to all interested, by the Vacuum Oil Company, New York

## Charming Polly Prefers Duplex

Many congratulations are being received by the manufacturers of Duplex Marine Engine Oil, the Enterprise Oil Company, Inc., Buffalo, N. Y., in connection with the wonderful performance of Duplex in the Maybach-Zeppelin engines, with which Col. H. H. Rogers' new boat Charming Polly is equipped.

According to F. W. Von Meister, the American Agent for the Zeppelin works of Germany, Duplex gave better lubrication in the Maybach engines than any other oil they had ever used, and was so superior to the oil sent over from Germany with the boat, that the German oil was discarded entirely.

On the maiden trip of Charming Polly from Montreal to New York engine performance was perfect and so good was the oil at the end of the run that the engineer in charge of the boat found that it was unnecessary to change oil. This performance in Charming Polly, coming on top of the wonderful record made by Duplex in

Florida last winter and the world's 24 hour record established by Com. Harry Greening of Hamilton, Ont., firmly establishes the reputation of Duplex Marine Engine Oil as the standard of discriminating yachtsmen and motor boat men.

## Assistant Sales Manager for Elto

W. J. Webb has recently been appointed Assistant Sales Manager for the Elto Outboard Motor Company, of Milwaukee, Wis. Mr. Webb has been connected with the Elto Sales Department for some months and has made many acquaintances in the trade at recent outdoor shows.

(Continued on page 64)



Commander Byrd's expedition to the North Pole, used a Johnson Big Twin engine in the Arctic waters (Copyright P. & A. Photo)



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# Great Britain Wins Trophy

(Continued from page 12)

chance to win. These points were entirely overlooked in this particular race.

Of the boats entered for the Duke of York Trophy race, although we may not be considered a fair judge, yet in our opinion, the three entered from America and Canada so far outclassed all the others in every way, in appearance, in workmanship, in power plants, in accommodations, in neatness, in fact from every viewpoint, that words of comparison would be useless. And our opinion is not ours alone, as exactly the same opinion was expressed by everyone in England who saw the boats at the shipyard where they were housed and in the trials before the race, that is, as far as we heard any opinion expressed.

In the tuning up trials before the races some of the other boats came out on the river at the same time that Little Shadow, Dixie Flyer and Rainbow V were running and the way they were left astern in a few friendly brushes that were held, was one of the redeeming features of our trip to England. Had we not had this informal and unofficial chance to test our boats against the others we might have returned home with a far inferior opinion of our craft. As it is, we know that we had the fastest boats on the river.

From another angle, too, the American boats were far superior and that is in turning. The American boats could turn on a dime, make a complete 180 degrees in 3 seconds according to watches on shore, while the other boats required the entire width of the river to come half way around and seemed to use minutes in making the turns.

Rainbow V, Dixie Flyer and Little Shadow also showed remarkable seagoing qualities, ran on an even keel at all times, showed no tendency to jump or capsize, all of these qualities being much in contrast to the action of many of the other boats.

All of the boats were of the single step type except Rainbow V, which has a multi-step underbody with a surface propeller. Most of the boats used reduction gears between power plant and propeller or turned their propellers at not over 2,600 revolutions per minute with the exception of the two American boats which had their propeller shafts connected direct to the engines which were turned up to 6,000 revolutions per minute. This feature astonished everyone and until the American boats ran some exhibitions before the races and demonstrated speeds up to 47 or 48 miles an hour, it was not believed that propellers could be successfully turned at this high rotative speed. But when everyone saw the American boats run, they no longer had any doubts and in the future higher propeller speeds will probably be used by many interested in racing.

The rules governing the race permit each country to have a team of not more than three boats. When any country has more than three entries that country must hold an elimination trial to pick its team of three boats to race for the trophy. Only England was represented by its full quota of three. As the 1½ liter class is England's most popular class at the present time, this country had abundant material to draw upon. Seven boats took part in the elimination trials to determine the British team and as a result Newg, Bull Dog and Lady Betty were chosen. Curiously there were no new boats built by England for the 1926 races and when we reached England the racing men there did not express much hope that their team would be able to make a very good showing. But as later results showed a motor boat race does not always go to the fastest. All of the English boats were several years old. Newg, as already mentioned, was not the same Newg that competed in the elimination races as on the night before the race, her motor was taken out and the motor from Captain Wolff Barnato's, Ardenrun Minor, substituted. Newg should have more properly been known as Newg-Ardenrun Minor, which, by the way, was not properly entered and therefore, according to American customs, ineligible to race. Newg was built by Saunders, Lady Betty, owned by E. J. Noad, by Camper and Nicholson. Both were powered with 4 cylinder Sunbeam engines turning about 3,000 revolutions per minute and driving their propellers through a gear box. Bull Dog, the third of the British team, is owned by Messrs. C. H. Smith and Hugh Trevis and is a Brooke product powered with a 6 cylinder Brooke engine. Bull Dog also uses a gear box. All of the British boats, in fact, all the boats from all countries racing, were equipped with supercharges.

Newg was driven in the first heat by Capt. Barnato, the owner of the engine and in the other heats by Miss Carstairs, the owner of the hull and one of England's most enthusiastic racing ladies.

Germany was represented by Sigrid IV, a single step hydroplane of about 15 feet in length owned and driven by R. C. Krueger, her power plant being a four cylinder Mercedes engine. Sigrid IV was designed by Bauer and built by the Albatross Works. Mr. Bauer attended the races in person and was one of the most interesting and best informed persons on foreign racing craft whom we met.

France had two entries: Sadi II owned by Dr. Etchegoin powered with a Canan engine, and Bambino II, owned by Jean Houet powered with a C I M E engine. Both of the French entries were well built, showing remarkable progress in speed boat construction. Sadi II was the only narrow stern craft entered, and ran remarkably well until she was capsized by the swell of a passing commercial craft, of which there were many on the race course.

Canada was represented by Rainbow V, the latest and finest of Commodore Harry B. Greening's fleet of racing Rainbows. Rainbow V was designed and built by Ditchburn of Gravenhurst, Ontario, Canada and like the two American entries was powered with a 8 cylinder Miller engine developing around 150 horsepower at 6,000 revolutions per minute. Rainbow V like Rainbow IV uses a steel surface propeller and has 5 steps in her underbody. Rainbow V was big, beautiful, and heavy, being about 22 feet in length by over 5 feet beam but how she could go! Like most surface propelled boats, it takes considerable time for them to begin to plane and Rainbow V had this fault too. She would have to run slow, gathering speed for a full minute before she would begin to plane and get underw properly. But once up there was no stopping Rainbow V. Should she slow up beyond a certain speed Rainbow would then again settle in the water and have to repeat the getting up process. Rainbow V had one fault and a rather serious one too. She could not turn well, and would lose a full minute getting around a 180 degree turn.

Of course Harry Greening himself was at the helm of the Rainbow V, and with him was the reliable Dave Reid of Hamilton who is more interested in racing than the Commodore himself if such a thing is possible. In Commodore Greening's crew also was Jack Marcer of Canada, and no more efficient and trusty crew than Reid and Marcer ever teamed together.

Rainbow V was tried out at Gravenhurst before being shipped abroad from Montreal on June 3. Her trials proved very successful, speeds of 48 miles per hour having been obtained over a straightaway course during the limited time which was available before being shipped. Then Messrs. Greening, Reid and Marcer went to England, arriving two weeks before the race and continued the preparations for the race in the way which this team always does.

Last but not least, the American team, Little Shadow, owned by Carl G. Fisher and Dixie Flyer owned by D. P. Davis of Tampa, Florida, similar boats in every respect, designed and built by Purdy of Port Washington, N. Y. in the characteristic Purdy fashion and two of the finest boats of their class that ever floated. Both boats were 18 foot, single step hydros with 8 cylinder Miller engines connected direct to the propeller shafts. Preliminary trials held on Manhasset Bay were very successful and speeds were obtained nearly 10 miles in excess of anything which had ever been obtained abroad. Little Shadow and Dixie Flyer were shipped abroad on the S. S. Carmania of the Cunard Line on June 11 and on the next day on the S. S. Leviathan sailed Howard W. Lyon, who was to pilot Mr. Davis' boat Dixie Flyer and the Editor of MoToR Boating chosen to handle Little Shadow. Ralph Snoddy of the Miller Engine Co. of Los Angeles, California, also went along to see that everything went well with the power plants.

So smooth was the sea all the way across the Atlantic that we could have almost run the tiny racing craft over on their own bottoms had they had the necessary fuel capacity.

The American boats arrived in London and were trucked to Maynard's Yard at Chiswick on the Thames where we received our first shock. All of the racing boats were housed at Maynards as it was the only yard on the Thames. A willing crew but no facilities. No docks or floats are allowed on the Thames at this point and such a thing as a marine railway is unknown. So different from American yards to which we are accustomed. As the water recedes leaving the most muddy and slushy beach one has ever seen.

(Continued on page 48)





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# Great Britain Wins Trophy

(Continued from page 46)

it limited the time for launching and landing boats on the beach to about two hours per day. As the yard has a normal capacity for perhaps 4 race boats and as 12 or 14 were quartered there during the race, one can well picture the confusion. But we made the best of the situation and as everyone was willing and gave a hand, there was no complaint.

As already mentioned the two boats were of exactly the same design and construction. No one knew which was to be Dixie Flyer and which Little Shadow. The boats were numbered A-1 and A-2. It was agreed between Mr. Fisher and Mr. Davis that someone in England should draw lots, just previous to the race as to which boat was to be which.

When we had the boats at Maynards yard it was decided that A-2 would be tried out first while the motor of A-1 was being completely taken down and looked over. Then A-1 would be tested while the motor of A-2 was being overhauled. So the day after the boats reached Maynards we put A-2 in the water, stepped on the starter and off the motor went at the first turn. Up and down the river we took her, at varying speeds and round hairpin turns. The foreign racing men stood on shore and looked on in amazement. Our stock went up 100 points. When we came in, congratulations were handed to us on all sides. Everyone agreed that never before on the Thames had they seen such a wonderful performance of a 1½ liter boat. So far as we know there was not a single doubting spectator.

The following day, Wednesday, A-1's motor having been completely overhauled we put this boat into the water and then went through the same paces as with A-2. Everything worked perfectly.

A-1's running was too much for Newg as her owner evidently wished to test Newg against us a little in advance. So while we were running around on the river we noticed Newg coming up full speed from astern. She passed us while we were jogging along easily, but the moment she was abeam we opened A-1's throttle till the tachometer showed 5,800, then 6,000 r.p.m. and after Newg we went. In less time than it takes to tell it we were abeam of Newg and drawing rapidly ahead until she was many lengths astern. Newg then slowed down and turned about.

We ran around on the Thames awhile longer, keeping side by side with Rainbow V which was also having a try-out. Harry Greening signalled for a little friendly brush, and in a second one was on in earnest. A-1's tachometer again showed 6,000 r.p.m. and the bow of Rainbow V dropped further and further astern. When we went ashore

Commodore Greening told us that he was wide open but his motor was down several hundred revolutions per minute from what he had been able to obtain in Canada. Things began to happen right then in Rainbows camp to find the lost r.p.m.'s and as might be expected, Dave Reid and Jack Marcer worked 20 hours a day to find them, and they succeeded before the race.

About this time Arthur Bray, the liveliest of all English racing enthusiasts, appeared at Maynards Yard and said he'd have to know which boat was to be Dixie Flyer and which Little Shadow as he wanted to get the names and racing numbers into the program, so we let Mr. Bray draw the numbers out of a hat, the first number to be drawn to be Little Shadow. A-1 was first drawn out so this boat from now on became Little Shadow and A-2, Dixie Flyer.

On the next day Dixie Flyer was ready for her final trials so she was put through the paces and pronounced perfect. So both boats were covered up and put away for the race two days hence.

Friday the day before the race, was used in going over everything and making final inspections. Nothing could be discovered in either boat which might give trouble. The boats were filled with gas and oil, all connections taped and everything movable, made fast.

Race day dawned perfect for racing. The surface of the Thames was like glass. Crowds gathered early along the race course until the 6 miles of banks along the course were packed several deep with people. The start was scheduled for 2:30 and we were told to be at the starting time by 1:30. We had pushed our boats down the beach as early as 10:30 in the morning until they reached mud and would go no further. At 1:30, all the boats were still far from the water but by two o'clock by wading in the muddy water we were able to get our boats afloat and start for the starting point which was a mile or so down the river. No means were available for taking any of the spare parts, tools, extra batteries, gas and oil down to the race course so we had to load them aboard the race boats themselves. As we pushed off, we looked more like a supply ship than a racing craft.

The Race Committee was located on shore at the starting line and landing there was not possible as there were no floats or landing stages within miles of the Committee. A few yards off the Committee a few pontoons were anchored so we attempted to load our supplies on these pontoons but the lone official who was aboard told us that we could un-

(Continued on page 112)

## Summary of Results, Duke of York Trophy Race

Thames River, London, England

SATURDAY—June 26, 1926

Name	Speed—Knots	Start h.m.s.	1st Round h.m.s.	2nd Round h.m.s.	3rd Round h.m.s.	4th Round h.m.s.	5th Round h.m.s.	6th Round h.m.s.	Elapsed Time h.m.s.	Average Speed Knots h.m.s.
Little Shadow	Time	2:30:12	2:39:50	3:01:24	3:35:01	4:05:40	3:24:45	3:35:41	1:05:21	29.38
	Speed		33.57							
Dixie Flyer	Time	2:30:20	2:41:25	2:52:12	3:03:02	3:13:37				
	Speed		28.18	29.95	29.83	29.63				
Rainbow V	Time	2:30:20	2:38:53	3:01:40		Gave Up				
	Speed		37.77							
Sadi II	Time	2:32:05	2:49:18			Gave Up				
	Speed									
Bambino II	Time	2:32:22	3:15:21	3:25:29	3:35:32	3:45:41	3:56:11			
	Speed									
Sigrid IV	Time	2:30:07	2:30:41	2:50:14	3:08:10	3:19:18	3:30:19	3:41:03	1:10:56	27.92
	Speed		33.8							
Miss Betty	Time	2:31:43	2:42:46	2:54:01		Gave Up				
	Speed									
Bulldog	Time	2:30:18	2:39:22	2:48:54	2:58:39	3:13:14	3:23:06	3:33:43	1:03:25	30.03
	Speed		35.68	33.85						
Newg	Time	2:30:14	2:38:35	2:47:19	2:56:31	3:05:30	3:14:36	3:24:02	0:53:48	35.68
	Speed		38.35	36.33	35.16	35.88	39.7	34.24		

MONDAY—June 28, 1926

Name	Speed—Knots	Start h.m.s.	1st. Round h.m.s.	2nd Round h.m.s.	3rd Round h.m.s.	4th Round h.m.s.	5th Round h.m.s.	6th Round h.m.s.	Elapsed Time h.m.s.	Average Speed Knots h.m.s.
Dixie Flyer	Time	4:00:06	Gave Up							
	Speed									
Sigrid IV	Time	4:00:03	4:08:54	4:19:08	4:30:12	4:42:24	4:55:16	5:08:51	1:08:48	28.
	Speed		36.1	31.3	28.9	26.25	24.8	23.6		
Bulldog	Time	4:00:12	4:11:57	4:27:00	4:39:35	Gave Up				
	Speed		27.25	20.2	25.5					
Newg	Time	4:03:27	4:18:06	5:02:14	5:11:17	5:20:32	5:29:47	5:38:38	1:35:11	20.1
	Speed		21.7		35.4	34.8	35.0	36.1		

TUESDAY—June 29, 1926

Sigrid IV	Time	5:00:03	5:08:56	Gave Up						
	Speed		35.00							
Newg	Time	5:00:18	5:08:28	5:14:12	5:40:31	5:51:01	6:01:30	6:11:37	1:11:19	27.00
	Speed		39.3	36.8		30.5	30.5	31.8		

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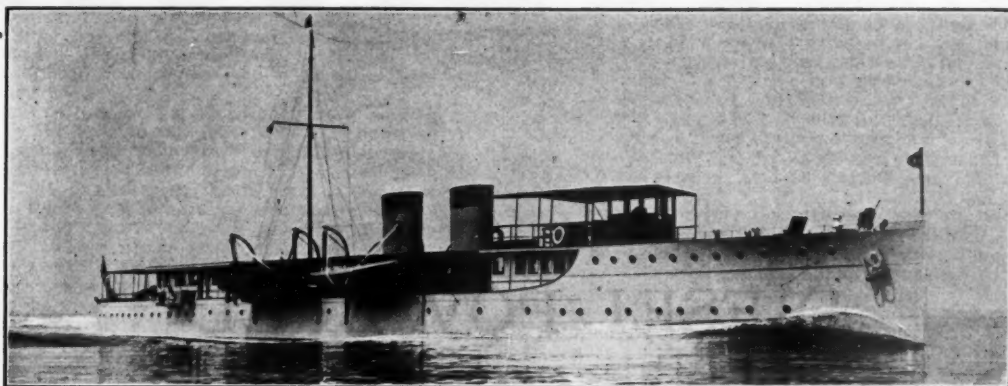
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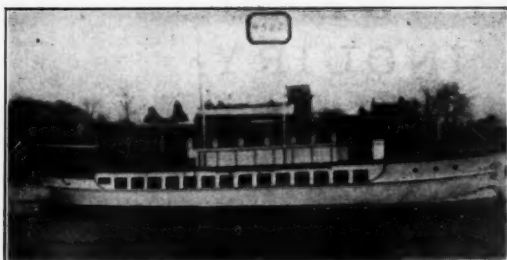
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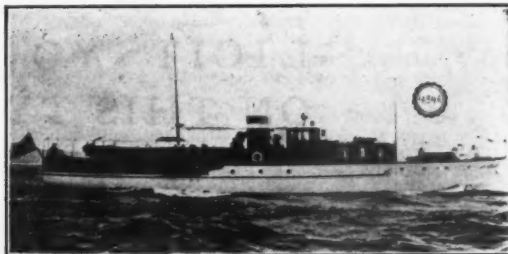
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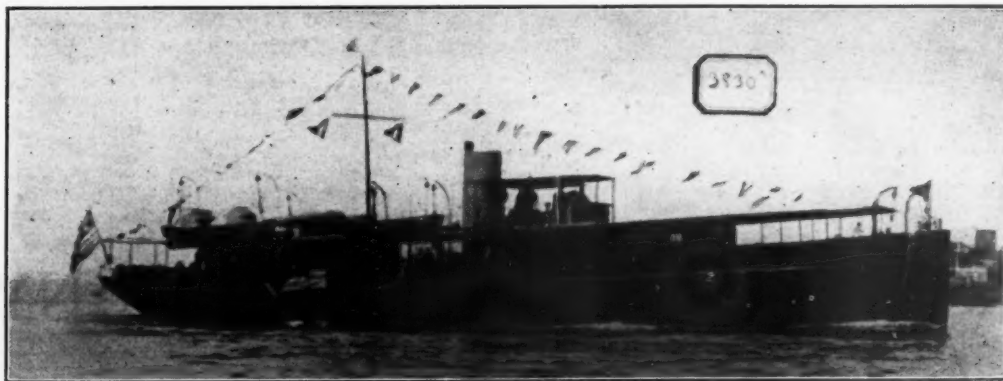
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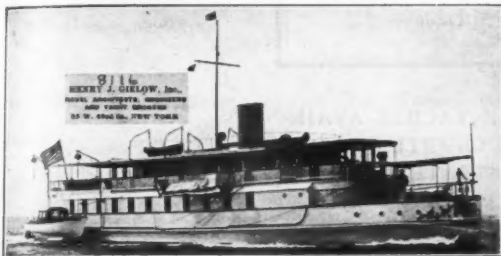
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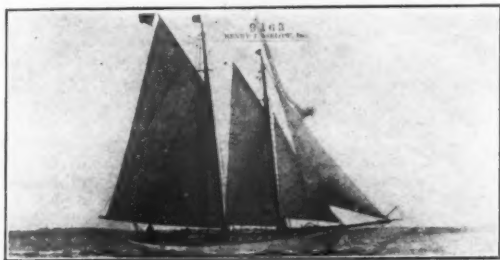
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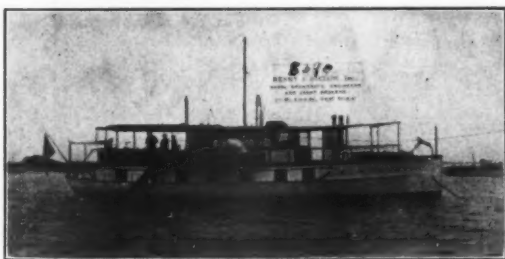
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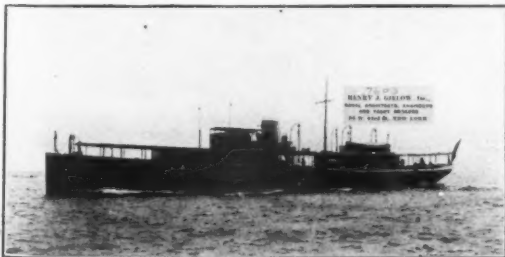
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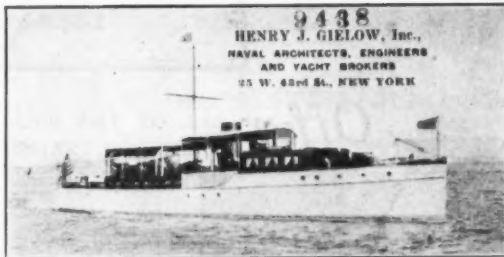
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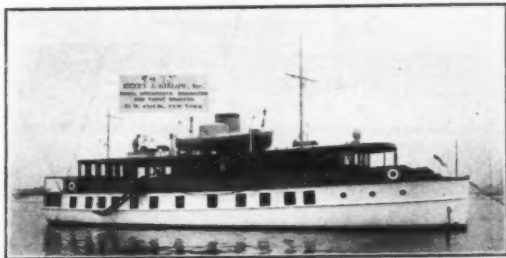
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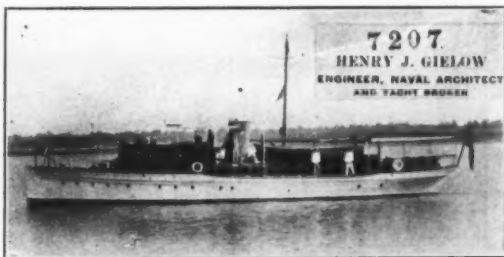
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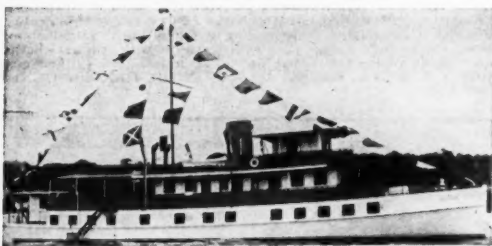
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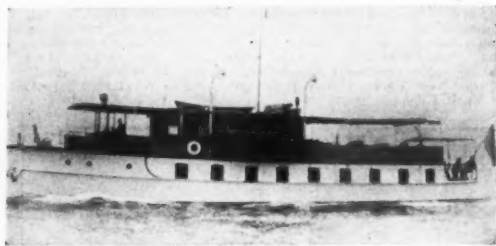
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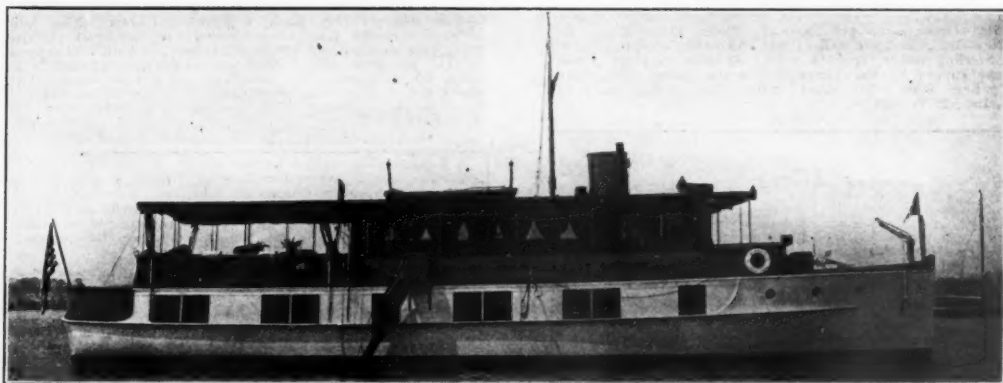
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No. 1941—Sale, charter, houseboat, 100'x23'x4'. 6 staterooms, 4 bathrooms, dining and deck sitting rooms.



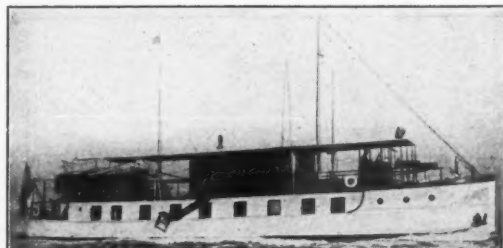
No. 1800—Sale, charter, attractive houseboat, 80'x17'6"x3'3" draft. 4 staterooms, 2 bathrooms and deck dining saloon.



No. 1970—For charter and immediate delivery, this very desirable 75' houseboat—4 staterooms sleeping 6 people, very large deck salon, 2 bathrooms, etc.



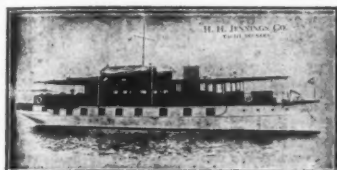
No. 7096—For Sale—Price Reasonable. 35' Herreshoff runabout built 1908. 75 H.P.—6 cylinder Sterling, new 1923, with electric starter. Very roomy cockpit.



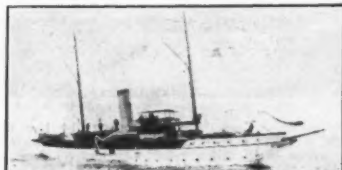
No. 1912—For Sale or Charter—Desirable houseboat, 77'x17'6"x3'6" draft. 4 staterooms, 2 bathrooms, main saloon and deck saloon.

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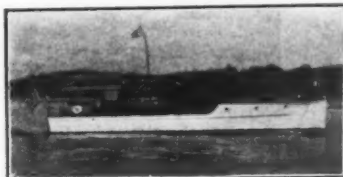
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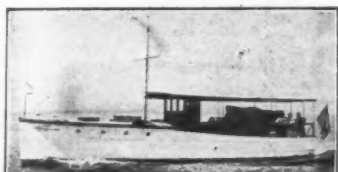
No. 4565—85-foot Mathia Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 3083—Ocean-going Oil Burning Steam Yacht. Steel construction. 200 ft. long. Splendid accommodation. Eight staterooms, dining saloon, library, social hall, etc. Four baths. Speed, 12-15 knots. Cold storage plant. Electric plant, etc. Cruising radius, 4,000 miles. Wireless. Submarine signals, etc.



No. 2257—45-Foot Twin Screw Express Cruiser. V-Bottom. Built by Lawley. Hull double planked mahogany. Cabin with two berths. Two berths and toilet for crew. Two 65-100 H.P. Scripps Motors installed new 1926. Speed up to 20 miles. Electric lights, etc. Good proposition. Price attractive.



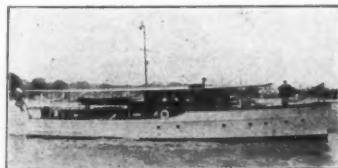
No. 2573—45-foot Elco Cruiser. New 1924. Double stateroom. Two upper and two lower berths in main cabin. Two toilet rooms. Berth for man. 42 H.P. Elco motor. Speed, 11-12 miles. Electric lights, etc. Splendid proposition.



No. 1438—Twin Screw Semi-Houseboat Cruiser 77'6" x 16'6" x 3'. Exceptionally roomy. Three double and two single staterooms. Three berths in dining saloon. Deckhouse contains living room and stateroom. Three toilets and bath. Good crew's quarters and galley. Two 50 H.P. 20th Century Motors. Electric plant, hot water heat. Speed 10-11 miles. Splendid proposition.



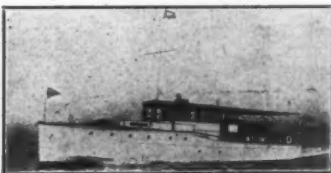
No. 2684—75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2494—Twin Screw 65-foot Cruiser. Built in 1924. Two double staterooms, berth in dining saloon. Large deckhouse contains saloon with berth and pilothouse. Two toilets and bath. Two 50-60 H.P. motors. Speed, 12-13 miles. Good galley and crew's quarters.



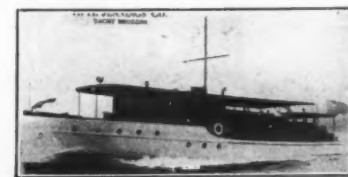
No. 2136—80-Foot Twin Screw Power Yacht. Built by Elco Company. Two double staterooms. Dining saloon, etc. Good crew's quarters. Two 220 H.P. Standard Motors. Speed, 16-20 miles. Electric lights, etc.



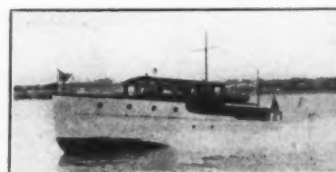
No. 2762—Twin Screw 56-foot Elco Cruiser. Built 1926. Three staterooms. Two upper and two lower berths in main cabin. Large deckhouse. Two toilets and bath. Two berths and toilet for crew. Two 42 H.P. Elco motors. Speed, 12 miles. Electric plant, electric windlass, etc. Splendid proposition.



No. 1756—65-foot Cruiser. Two staterooms. Two extension berths in main saloon. Dining saloon in deckhouse. Bathroom. Good quarters for crew. 50-60 H.P. motor. Installed new 1925. Speed, 10-11 miles. Electric plant, etc. Price attractive.



No. 2697—Twin Screw 65-foot Cruiser Built by Consolidated Shipbuilding Corp. in 1925. Best construction. Double stateroom. Main saloon. Large deckhouse containing dining saloon and pilothouse. Bathroom. Interior finish mahogany. Two Speedway motors. Speed, 12 miles. Electric lights, hot water heat, etc.



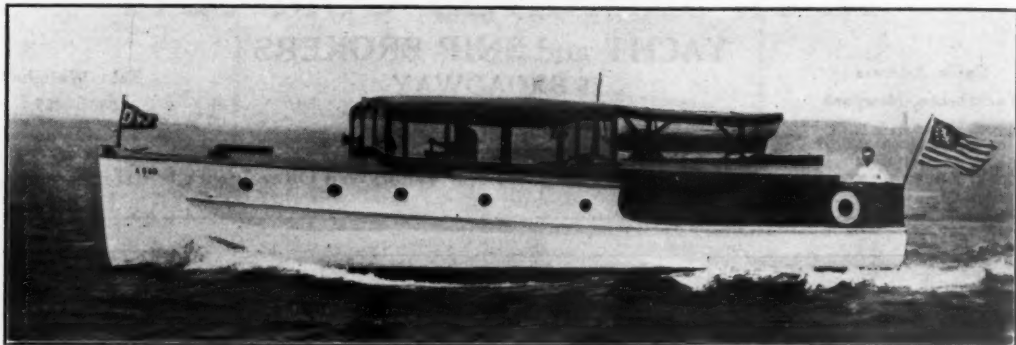
No. 2719—Twin-Screw Express Cruiser, V-Bottom, 45 feet long. Built by Great Lakes Boat Building Corp. Upper and lower berth in forward cabin. Two berths in after cabin. Two berths for crew. Two 150 H.P. Sterling motors. Speed up to 22 miles. Delco Lighting Plant. Good proposition.

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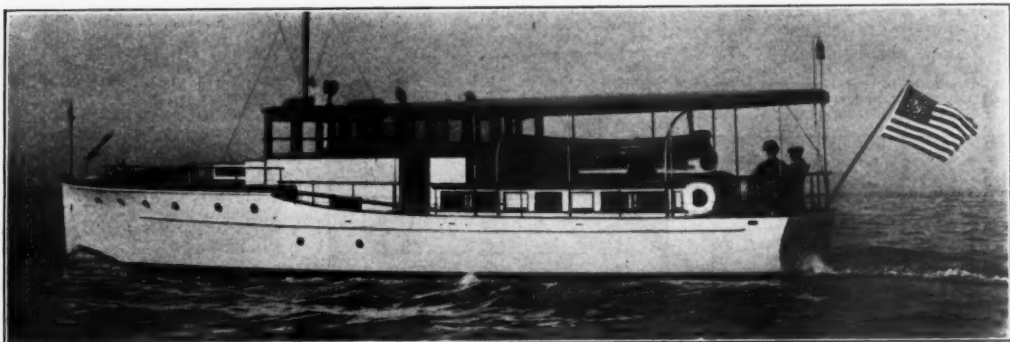


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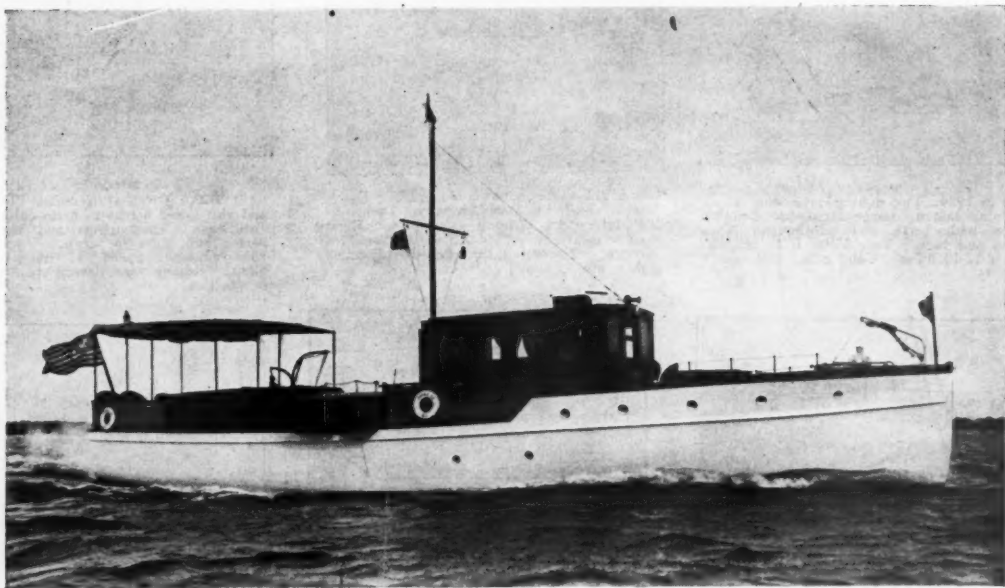
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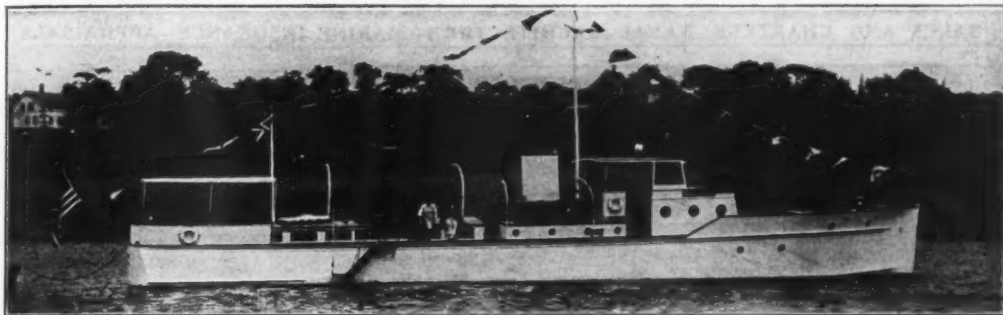
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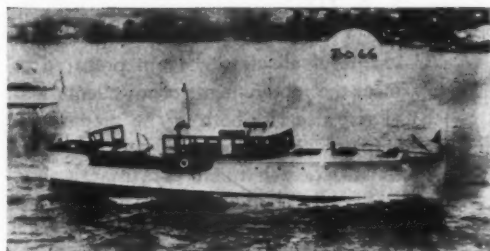
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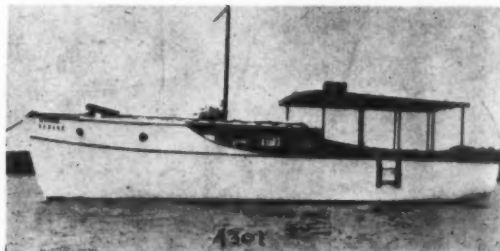
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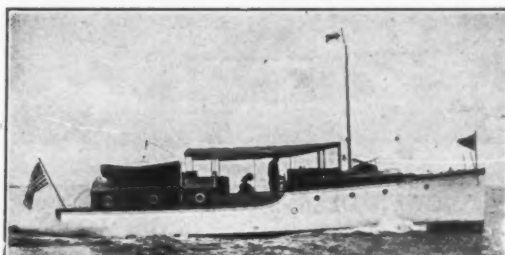
No. 3066—For Sale—Twin-screw motor yacht, 76'x14'x3'9" draft. Two six-cylinder Speedway motors, new 1923. One of the most desirable boats of her type now available. Sleeps six comfortably. New York inspection. For further particulars consult R. M. HADDOCK, 50 East 42nd Street, New York City.



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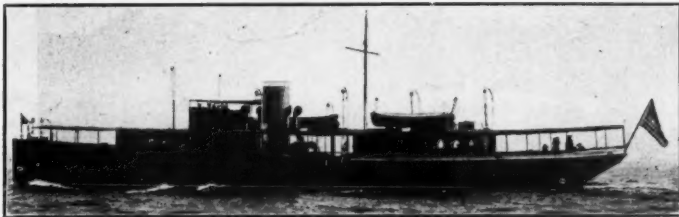
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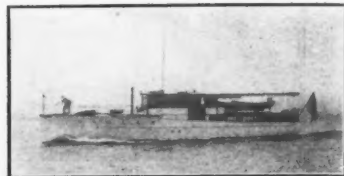
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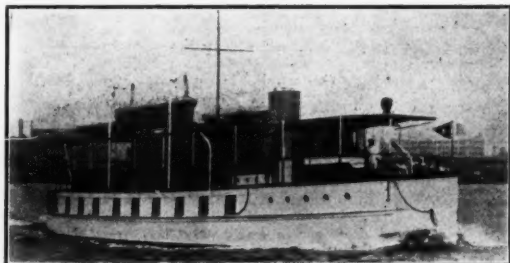
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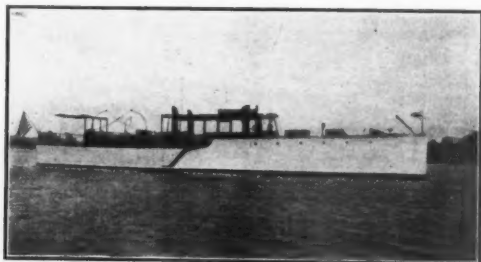
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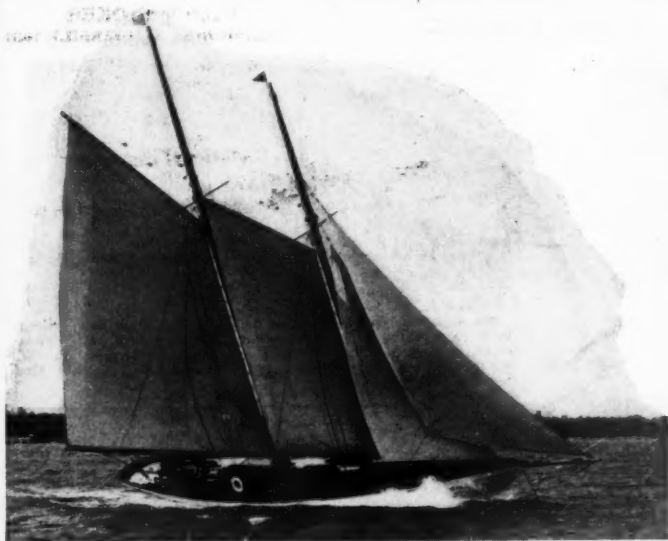
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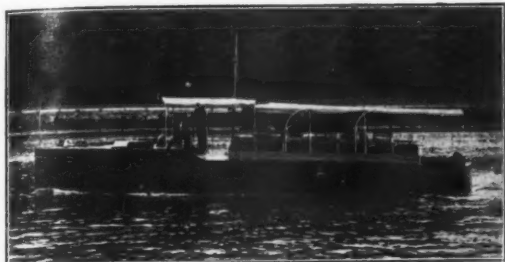
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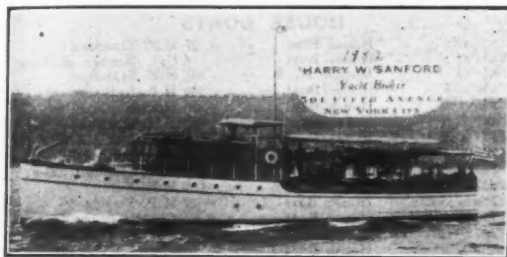
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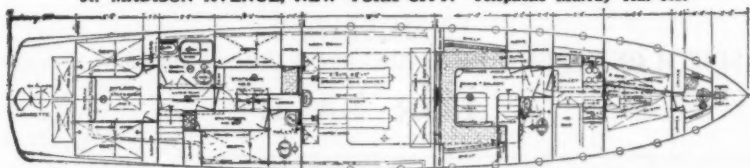
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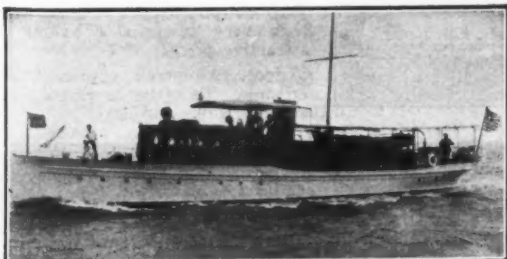
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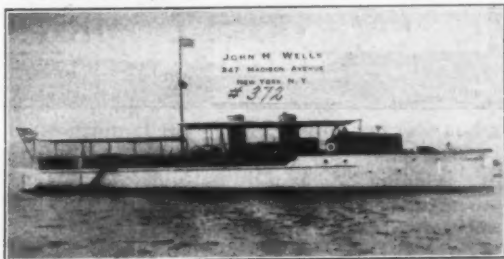
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32'4"x8'10"x3'	Raised Deck	40 H.P. Wisconsin
32'x9'x2'6"	Raised Deck	35 H.P. Sterling
32'x8'6"x3'	Trunk Cabin	40 H.P. Kermath
35'x9'4"x3'	Raised Deck	50 H.P. Fay & Bowen
35'x9'	Raised Deck	40 H.P. Red Wing
36'x8'6"x2'6"	Raised Deck	24 H.P. Red Wing
36'7"x10'x3'6"	Raised Deck	40 H.P. Fay & Bowen
36'x9'x3'	Express Cruiser	150 H.P. Van Blerck
38'x9'8"x3'	Bridge Deck	20 H.P. Engines (2)
39'x7'10"x3'	Bridge Deck	60 H.P. Buffalo
39'8"x8'3"x2'	V-Bottom 1924	40 H.P. Fay & Bowen
40'x10'6"x2'6"	Rochester Cruiser	60 H.P. Scripps
40'x9'6"x2'8"	Bridge Deck	24 H.P. Palmer
40'x10'x3'	Raised Deck	35 H.P. Fiat
40'x9'x3'6"	Raised Deck	24 H.P. Kermaths (2)
40'x12'x3'	Raised Deck	30 H.P. Vulcan
45'x11'6"x42"	Great Lakes	300 H.P. Sterling (2)
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38'3"x14'3"x4'4"	Aux. Yawl	30 H.P. Harris
40'x10'x3'	Bugeye Schooner	7 H.P. Regal
40'x12'6"x4'	Marconi Yawl	15 H.P. Scripps
40'10'x14'x5'6"	Aux. Schooner	12 H.P. Lathrop
43'x12'x5'9"	Aux. Yawl	25 H.P. Sterling
41'x11'x3'6"	Aux. Yawl	10 H.P. Vulcan
45'x13'x7'6"	Friendship Sloop	54 H.P. Wisconsin
55'4"x14'3"x7'4"	Hand Aux. Schooner	150 H.P. Sterling
56'x13'2"x7'11"	Aux. Sloop	No engine
77'x17'2"x7'6"	Aux. Yawl	50 H.P. Speedway
77'x17'9"x6'	Aux. Schooner	54 H.P. Standard

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48'x14'x3'3"	House Boat	4 Cyl. Murray & Treg.
52'x14'x3"	Mathis H. B.	37 H.P. Standard
55'x14'x3'6"	House Boat	40 H.P. Lathrop
56'x16'7"x3'	House Boat	50 H.P. Sterling
57'x15'6"x3'6"	House Boat	60 H.P. Standard
63'x16'x3'	House Boat	50 H.P. 20th Century (2)
65'5"x14'11"x4'6"	House Boat	35 H.P. Palmer
65'x13'9"x4'6"	House Boat	60 H.P. Standard (2)
70'x17'x3'	House Boat	35 H.P. Palmer (2)
71'5"x16'5"x3'6"	House Boat	90 H.P. Standard
80'x16'7"x2'10"	House Boat	4 Cyl. Sterlings (2)
80'x17'6"x3'	Mathis H. B.	70 H.P. Standard (2)
80'x18'x3'6"	House Boat	65 H.P. Lathrop (2)
80'x17'6"x3'3"	Mathis H. B.	90 H.P. Standard (2)
85'x17'3'6"	House Boat	54 H.P. Standard

## DAVID S. BECHTEL

Naval Architect and Engineer

## YACHT BROKER

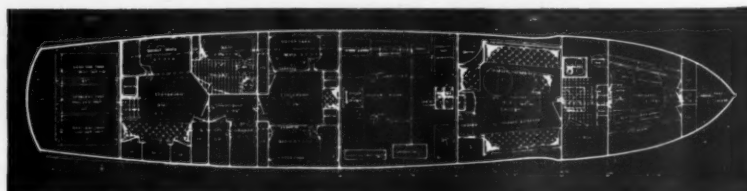
136 SOUTH 4th STREET, PHILADELPHIA, PA.

Telephone: Lombard 2072

## FOR SALE



Larger and smaller power cruisers for sale. Auxiliary schooners for sale and charter. Schooners from 55 feet up to 85 feet for sale and charter. Sales 7% and charter 10%. List your yachts with me for Fall listing and for Southern charters. Personal attention to all sales, charters, inspections, plans and insurance.



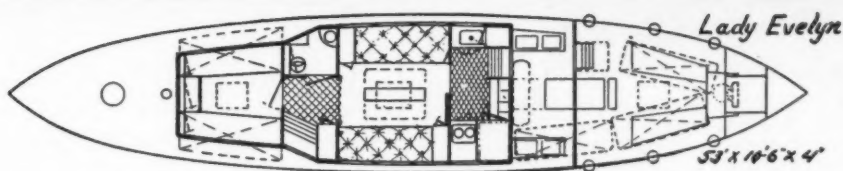
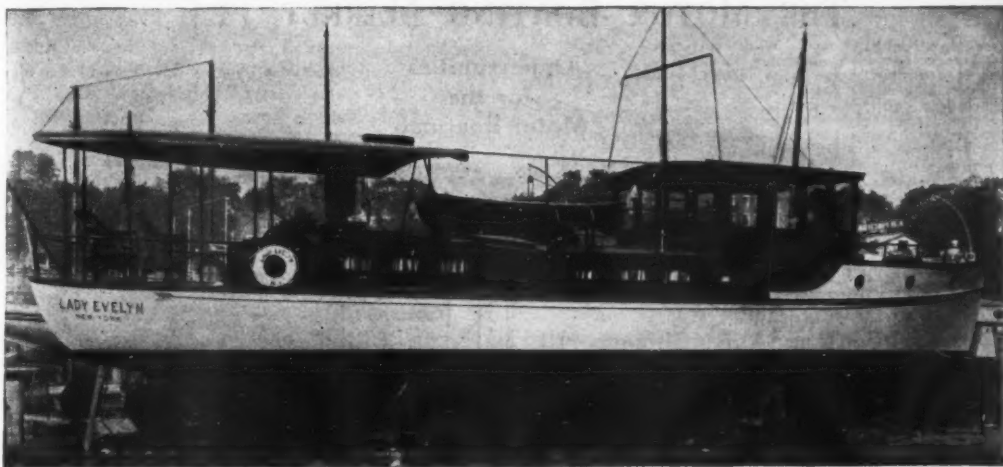
Beautiful 64-foot express cruiser. All new last year. Powered with two Sterling Dolphins. Speed, 19 m.p.h. Very fine arrangements both on deck and below. For further particulars apply to: David S. Bechtel, Yacht Broker, 136 South 4th Street, Philadelphia, Pa.

75-foot, twin-screw power cruiser. This is the season's most remarkable offer. Price \$12,500.

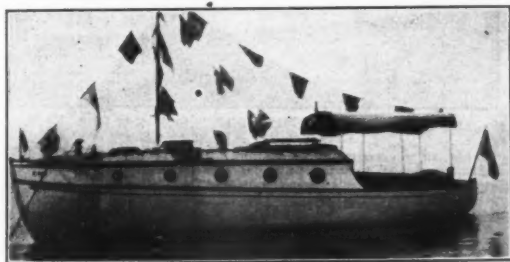
Two 80-foot, twin-screw cruisers, both very remarkable yachts at attractive prices.

57-foot, twin-screw express cruiser, new. To settle an estate, lowest cash price \$16,500.





Having bought a larger boat, owner is offering "LADY EVELYN" for sale. Built by N. Y. Yacht, Launch & Engine Company, all interior mahogany. Four-cylinder, 40 H.P. Lathrop motor with self-starter, etc., new in 1924. Cruising speed 8 miles, maximum (measured) 10 m.p.h. Electric lights and searchlight. New Protane gas installation 1926. Eleven foot tender with Johnson. Has cruised from Canada to Cuba. Wonderful sea boat. Easily handled by one man. Owner's family has spent last five summers aboard. In full commission ready to launch at B. F. Wood's Yard, City Island. Price \$10,000. Address W. B. COOK, 35 West 42nd Street, New York, or any Broker.



Lawley Cruiser, 32' 11" x 9' x 3', like new, thoroughly overhauled inside and out including engine. Ready to sail without additional dollar expense. White oak frame, cedar planking copper fastened. Heavy duty motor, double ignition. Installed last summer. Electric lights, radio, running water, wicker chairs, folding lavatory, toilet, dinghy, large mahogany cockpit. Fully equipped. Private stateroom. Cruising speed 10-11 miles. Wonderful Sea Boat. Lawley won't duplicate under \$11,000 (Lawley figures). Owner buying larger boat. Dr. Wm. Graf, 2 Columbus Circle, N. Y. C.

## USED ENGINES

Largest Stock in the Country  
4 to 400 Horse Power

BELLE ISLE BOAT and ENGINE CO.

9664 East Jefferson Ave. DETROIT, MICH.  
393 Seventh Ave., New York, N. Y.

## Do You Want to Sell Your Boat or Engine?

MoToR BoatinG's Market Place will put you in touch with a buyer. (See advertising rates on page 60.)

## 25,000 Watched Last Year

THE Gold Cup Regatta which takes place on Manhasset Bay, New York, August 21st and 22nd, is the big racing event of the year. As usual, September MoToR BoatinG, with a full program of the events, will be on sale and available to all who attend this important regatta.

Advertisers should take full advantage of this additional and valuable circulation; advertisers should profit by this peak event in boating, when enthusiasm is at its height, by putting extra effort into their announcements in September MoToR BoatinG, the Gold Cup Number.

Advertising forms close August 10th.

MoToR BoatinG

119 W. 40th Street

NEW YORK CITY

When writing to advertisers please mention MoToR BoatinG, the National Magazine of Motor Boating, 119 West 40th Street, New York

## THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide..... \$9  
 Cut 1 1/2 inches deep, three inches wide..... \$12  
 Cut 2 1/2 inches deep, four inches wide..... \$20  
 Cut 3 1/2 inches deep, six inches wide..... \$25

Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rate, \$15 per inch, single column. New advertisements can be accepted up to twelfth of month for following issues.

### Opportunities for the Motor Boatman

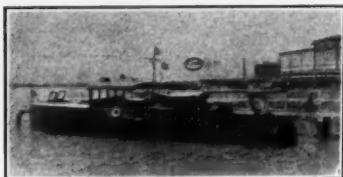
Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR Boating.

MoToR Boating, 119 West 40th St., New York

### HENRY C. GREBE & CO., Inc.

Wrigley Building

400 North Michigan Ave., Chicago, Ill.



No. 1034—For Sale—54-foot twin-screw Great Lakes Express Cruiser. New Sterling engines and deckhouse. Boat in excellent condition. Speed 22 miles per hour. Sleeps 8 in owner's quarters and 2 in crew. Very complete. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Illinois.

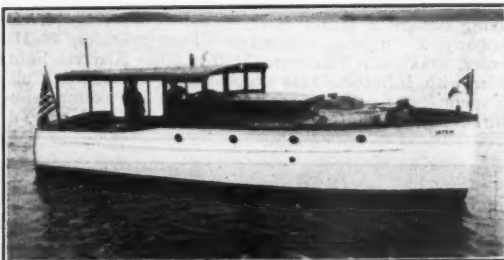


No. 566—For Sale—55'x13' twin-screw power yacht. One double stateroom, large main saloon, roomy and comfortable deck. Powered with two medium duty Sterling motors. Large crew's quarters. Yacht very complete and in excellent condition. Owner anxious to sell. Price reasonable.



Small cruiser for sale. Just finished. Size 28 ft. long—7 ft. beam. Four berths. Toilet, Galley. Fresh water tank and ice chest. Forward cockpit seats three. Fifty (50) horsepower Kermath engine, 15-17 mile.

For sale, quick, owner buying larger boat, complete equipment \$3500.00. Can be seen at Sea Bright, N. J. Telephone N. Y. Stuyvesant 1370—Sea Bright 48.



#### NEW STERNEYCRAFT FOR SALE ONLY ONE AVAILABLE

Owing to severe accident, I am unable to use this fine boat. Without doubt this is the most desirable craft available. Designed by HACKER—small powered by SCRIPPS. Built by STERNEY WOODCRAFT CO. It represents the season's best buy. This boat will sell itself to the first interested prospect, so wire now. Price \$6,000.

R. S. MINER, 68 Quaker Lane, Hartford, Conn.

FOR SALE—30-ft. Trunk Cabin Cruiser, with model M-H-U Stearns 50 H.P. 4 1/2 x 6-4 cylinder motor. Two lower and two upper berths, galley with sink galley pump, copper fresh water tank, toilet room and toilet, folding washstand, two-burner pressure stove, 125-gallon extra heavy copper gasoline tank, built-in copper refrigerator. Life preservers. Fully equipped, ready to run. Can be seen at the Thropp Boat Works, Forked River, N. J. Price, \$2,000.00. Write—Wm. R. Thropp Sons Co., Trenton, N. J.

FOR SALE—Great Lakes Boat Corporation Runabout, 28 ft. long. Mahogany hull, equipped with a van Blerck 150 H.P. motor. Electric starter, electric lights. Can be seen at Trenton, N. J. Price, \$1,500.00. Write—Mr. Thomas H. Thropp, care Trent Tile Co., Trenton, N. J.

WANTED—Cruiser, sixty to eighty feet long, in first-class condition. State full particulars, location and price. "B," Post Office Box 561, Newark, New Jersey.

RAISED DECK CRUISER, hull just completed. Ready for engine installation. 38' x 10'6". Modern in every respect. \$1,000 for quick sale. Capt. F. C. Jones, care St. Michaels Marine Railway, St. Michaels, Md.

#### CONTINENTAL VAN BLERCKS

Brand New Motors

Model 252 ..... 40. 90 H.P.  
 Model 253 ..... 75-120 H.P.

Completely equipped with starters, generators, double ignition reverse gears, etc. Engines never run off test block.

Substantial Reductions.

BRUNS, KIMBALL & CO., INC.  
 50-52-54 West 17th Street  
 New York City

#### FOUR CYCLE MOTORS

9-12 H.P. Universal unit plant, 4 cyl.....\$155  
 20-25 H.P. Kermath unit plant, 4 cyl.....\$285  
 20-25 H.P. Kermath unit plant, 1924 model  
 with electric starter and generator.....\$450  
 20 H.P. Dunn 4 cyl., battery ignition.....\$60  
 40 H.P. Miller unit plant, 4 cyl., 5 1/4 x 7  
 heavy duty.....\$475  
 60 H.P. Doman six cyl., 6x8 heavy duty  
 with gear, electric starter, etc.....\$685  
 and others.

6 H.P. Dunn three cyl., 3 1/2 x 4.....\$45  
 8 H.P. Friable one cyl., 6x6 heavy duty...\$95  
 20 H.P. Sterling 5 1/2 x 7, two cyl. with gear  
 and 24" wheel.....\$245  
 100 H.P. Hall-Scott A7A, with conversion...\$175  
 70 H.P. Kirkham six cyl., 4 1/2 x 5, with con-  
 version .....\$255

Also large line two cycle  
 models at very low prices.

State your power needs.

BADGER MOTOR COMPANY, Milwaukee, Wis.

#### FOR SALE

Boat 30 x 6, speed 35 M. P. H. Mahogany. Attractive six passenger enclosed cabin. New. Sacrifice to immediate buyer. Robert Case, 887 Garfield Ave., Jersey City, N. J. Tel. Delaware 3150.

FOR SALE—New Scripp F-4. High speed motor, run about 50 miles, fine shape. \$450.00, or will trade for 100 or 150 H.P. Hall-Scott with Capital conversion. Must be as same; no junk. J. N. Clem, 5642 Belmont, Dallas, Texas.

SEA FLAPPER—Well built, practical 11-foot boats, \$35.00 each F. O. B. Guaranteed strong and tight. For particulars write Baltzer's Boat Shop, 217 Arlington St., West Medford, Mass.

HAVING purchased a new boat, will sacrifice the finest and most able 41-foot Trunk Cabin Cruiser in Eastern waters. Boat and equipment in new condition throughout. New Lathrop 4-cylinder, 4-cycle, 40 horsepower motor 1924; new lighting system and ice box 1926. The first \$8,000 cash takes this bargain. No trades or other propositions considered. Boat in commission and can be seen any time by phoning Bryant 10100 for appointment, or communicating with Bert Manheimer, 20 West 47th Street, New York City.

## ANNOUNCEMENT

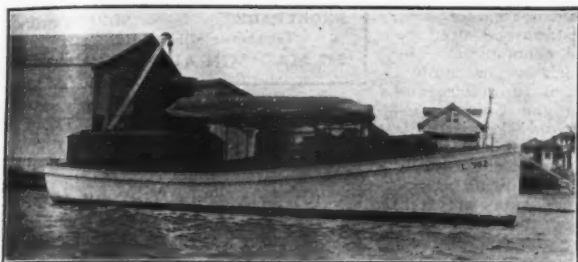
MATTHEWS 38' CRUISERS  
CHRIS CRAFT RUNABOUTSSTERLING MARINE ENGINES  
KERMATH BOAT ENGINES

A. M. &amp; F. HAND &amp; ELECTRIC BILGE PUMPS

A complete line of guaranteed rebuilt engines. Immediate delivery on all our lines

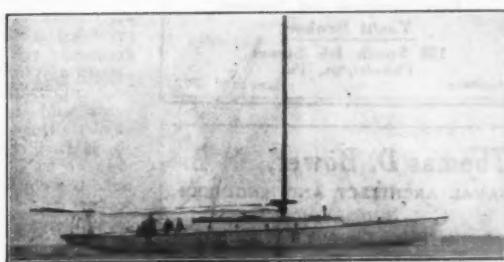
NO WAITING—NO DELAYS

BRUNS, KIMBALL &amp; CO., 50-52-54 W. 17th Street, New York City



## GENUINE BARGAIN

Double Cabin Cruiser, 30' x 8' x 2'6"; 6 cylinder, 45-75 H. P. Fay & Bowen engine. Speed 14 miles, electric starter, lights, toilet, stove, cushions, fully equipped. First class condition throughout. For quick sale \$2,000. Apply Wm. Kirkland, 116 Walnut Street, Philadelphia, or Ventnor Boat Works, Atlantic City, N. J.



FOR SALE OR EXCHANGE—62-foot O. A. Herreshoff Knockabout. Built 1906. Rebuilt by Johnson, Bayhead, N. J., 1926. Beam 15 1/2'. Draught 3 1/2'. Yellow pine planking, brass screwed. Hollow mast. Sails and engine used one season. Engine 35 H.P. Kermath. New running gear. Everything in A-1 condition. Sleeps eight comfortably. Located at Toms River, N. J. Owner has changed plans and will sell cheap. Cost present owner \$8,500.00. Will consider exchange for 40' Express Cruiser. Photo on application. Jas. R. Hensler, Toms River, N. J.

FLAT BOTTOM MOTOR SKIFF, 15 feet 9 inches long, built according to Atkins design for Sue, published in MoToR Boating, August, 1925, and powered with 2-cylinder inboard Evinrude engine with reverse gear. Good big husky boat, practically new and for sale at far less than cost. Price \$350. Will be in commission ready to run. F. W. HORENBURGER, 4263 Byron Ave., Bronx, N. Y.

## MATTHEWS 38' CRUISER

## Immediate Delivery

The outstanding boat in the cruiser class, 38' x 11' x 3'. Completely equipped. Can ship at once. BRUNS, KIMBALL & CO.  
50-52-54 W. 17th Street, New York, N. Y.

FOR SALE—Two steel workboats, 60 and 64 ft. long, both new. Suitable for towing, passenger, lighter or tank boats. Write for full particulars. L. S. Brittain, Saugatuck, Mich.

FOR SALE—22 ft. Toppan dory, good condition, 8 H.P., 2 cyl. Hartford, Jones reverse, extras; must sell, real bargain at \$150. Fludder, 213 East 179th St., New York City.

Cabin Cruiser "VIKING," 36x8.6x3. Palmer Engine N. R. 4 Cylinder. Speed 11 miles. Sleep 2-3. Large Cockpit. Price \$1,500 Cash. Can be seen Raritan Yacht Club, Perth Amboy, N. J. Telephone Hanover 0176.

THE GOLD CUP  
NUMBER

September MoToR Boating will be the year's big racing issue. Don't miss it.

Order your copy from  
your newsdealer now.

## WANTED TO PURCHASE

Excursion or ferry boat, not over 4' 6" draft. Diesel engine powered. Capacity 500 day passengers, for use on Gulf Coast. Speed 15 miles. Walter Cook Keenan, Naval Architect, 602 L. & L. G. Building, New Orleans, La.

BRIDGE DECK CABIN CRUISER to settle estate, will sacrifice, 50 x 11, newly painted and overhauled, new sterling motor, separate electric light plant, gas cooking plant, running water, mahogany and oak throughout, copper fastened, sleeps six, fully equipped with linens, dishes, silver and wicker furniture, in commission, \$5,000. MURPHY, 1860 Broadway, N. Y. C.

## FOR SALE

Sterling four-cylinder, four-cycle 28-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4 1/2 x 5 1/2, weight about 600 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$450. Apply Box 166, care MoToR Boating, 119 West 40th St., New York.

TACHOMETERS—FOR REGISTERING PROPELLER SHAFT SPEED, Jones type, range 2500-300-2500, 18" flexible shaft and swivel coupling, split gear drive attachment for propeller shaft and special lengths of cable when needed. Selling a limited number at a reduced price. Service Products Co., Not Inc., Springfield, Ohio.

FOR SALE—Ready for your vacation, Elco 32 ft. cruiser. First class condition. Price \$2,600. Inspection or delivery at Boston. F. D. Everett, Milton, Mass.

CRUISING LAUNCH—42 feet, large cabin, Palmer heavy duty motor. Excellent condition throughout. Hottinger, 44 Pine Street, New York, N. Y.

WANTED in Florida waters raised deck cruiser, 33 to 35 ft. over all, 9 ft. beam, 30 inches draft. To sleep four. Speed must be 15 miles or more per hour. Hand V-bottom. Address Motor Boat, Oakwood Hotel, Green Lake, Wisconsin.

CRUISER FOR SALE at Bayhead, N. J. 32 ft. trunk cabin, 40 H.P. Kermath motor, double ignition, self-starter, installed new 1925. Electric lights. Running water. Complete galley. Ice box loads from cockpit. Copper screened throughout. Toilet and lavatory. Mahogany windshield. Complete running gear. Cushions, mattresses and other extras. Sacrifice for quick sale for nearest offer to \$3,000. O. H. Dey, Rahway, N. J.

FOR SALE: 22-ft. Sea Sled—with 125 H.P. Peerless Engine and electric self starter. Owner abroad, will sacrifice. Box 192. MoToR Boating.

YACHT—Twin screw, six-cylinder Kermath installed August, 1925, self-starters; bridge deck; control condition A-1; completely overhauled; ready for immediate use. Thomas D. Richards, Westport, Conn.

## Trimount Rotary Hand Bilge Pumps

All bronze composition. 4 sizes. Capacities 6 to 20 gals. per min. Require no priming. Turn handle—create vacuum—get water at once.

## TRIMOUNT ROTARY POWER CO.

294 Whiting Avenue East Dedham, Mass.  
Mfrs. Hand and Power Pumps, High Vacuum Pumps.  
Whistle Blower Outfits



BARGAIN—50-foot cruiser, 12-foot beam, 3' 6" draft, speed 10 to 11 knots, 32-37 standard 3/4 K.W. DeLco. Will accommodate 10 persons. Fully equipped. Guaranteed A-1 condition. Will sacrifice to quick buyer. Price \$3,500.00. J. H. Johnson, Salisbury, Md.

## POSITION WANTED

DRAFTSMAN, Naval Architect, 35, German, thoroughly experienced designer of motor and sailing yachts. 15 years' all around experience on ship and boat building. Box 191, MoToR Boating.

## CHRIS CRAFT RUNABOUT

26 ft. mahogany double cockpit boat—32 M.P.H. Immediate delivery guaranteed. The finest boat of its type built.

## BRUNS, KIMBALL &amp; CO.

50-52-54 W. 17th Street, New York City

70-FOOT ENCLOSED BRIDGE DECK CRUISER. 45 H.P. Buffalo Engines. Twin screw. Accommodations include two double staterooms. Berths, dresser and trim all mahogany. Full length mirror in cabin. Toilet and washroom. Separate rooms with running water. Main cabin has 4 individual berths, full size. Seats full length of cabin on each side with drawers under all in mahogany. Galley has sink with running water, 3 burner oil stove, dumb waiter to deck house dining room. Crew's quarters ahead of the engine room. Deck house has mahogany dining table, built-in buffet and dumb waiter to galley. Steering wheel in deck house; another on raised bridge aft of the deck house with engine controls on bridge. This yacht would cost \$40,000 to build today. Will sell for \$5,000. Make offer. Time payments. F. A. HOLLANDS, 476 Warburton Avenue, Yonkers, New York.

PAIR Dolphin, 6 cylinder Sterlings, 225 H.P. each; good running condition; full equipment; triple ignition; starter; generator; reverse gear, etc.

## BRUNS, KIMBALL &amp; CO.

50 West 17th Street, New York City

CRUISER—Raised deck, 31 x 8 galley cabin, toilet, sleeps 4. Fully equipped, 20 H. P. heavy duty engine, speed 9 miles; also tender, all in best of condition. \$1,200. Marine Construction Co., Wilmington, Del.



## NAVAL ARCHITECTS & YACHT BROKERS

### DAVID S. BECHTEL

Naval Architect and Engineer  
Yacht Broker

136 South 4th Street  
Philadelphia, Pa.

Telephone — Lombard 2072

### Thomas D. Bowes, M. E.

NAVAL ARCHITECT AND ENGINEER

Offices:

Lafayette Bldg., Chestnut and Fifth Sts.  
PHILADELPHIA, PA.

### Burgess, Swasey & Paine

#### NAVAL ARCHITECTS

585 Boylston St., Boston 17, Mass.

### COX & STEVENS

Naval Architects and Engineers  
Yacht Brokers

341 Madison Avenue  
(Corner of 44th St.) New York City  
Telephone: Vanderbilt 8011

### B. T. DOBSON

NEW BEDFORD, MASS.

#### NAVAL ARCHITECT

Designer of Sailing Craft, Auxiliaries  
and Power Yachts

### ELDREDGE-McINNIS, INC.

Naval Architects Engineers  
Yacht Brokers

160 State Street McKinley Building  
BOSTON, MASS.

(Formerly general managers and naval architects for George Lawley & Son Corporation.)

### THOMAS S. HANSON

Formerly General Manager, The Elco Works,  
Bayonne, N. J.

#### Yacht and Motor Boat Brokerage

19 West 44th Street New York  
Telephone: Murray Hill 0670

### WALTER COOK KEENAL

#### NAVAL ARCHITECT

882 Liverpool & London & Globe Bldg.  
New Orleans, Louisiana

Sail and power yachts. Houseboats and  
commercial vessels. Surveys made in all Gulf  
Ports.

I have a large number of yachts of every  
description for sale, and some for charter.  
Cable address: "Walksen"

## Motor Boats Becoming More Popular in China

The annual sale of marine motors in the Amoy district, while apparently small, is on a steady increase, according to a report to the Automotive Division from Consul Leroy Weeber, Amoy. Coastal and inland water trade is certain to keep on increasing, and it should not be very difficult to demonstrate the advantages of motor-driven vehicles over the sailing craft. Starting or vibration after installation should not hinder sales, provided it can be established that the engine is reliable and economical. The question is not so much one of comfort and appearance as it is of dollars and cents and, in selling the Chinese, invariably the first question asked is "what about fuel consumption." There are at present 64 boats in Amoy, exclusive of miscellaneous sailing craft, using marine motors and, in addition, Amoy acts as a distributing center for the other large cities of South Fukien. The motor boats in Amoy are owned by the various private firms and individuals whose employees generally have their place of business in Amoy and reside in the international settlement of Kulangsu, which is just opposite. Of the 64 motor boats operated in the harbor, 50 have American engines, 10 British, 3 Norwegian, and one German. Most of the American made marine motors in use are of the 4-cylinder, 16/20 h.p. type and the demand appears to be chiefly for this type, irrespective of nationality.

## First Nautical Salon in Paris

The French Chamber of Commerce of Nautical Industries will hold its first International Nautical Salon in Paris from October 7 to 17, 1926. Trade Commissioner H. H. Kelly, Paris, advises the automotive division of the Department of Commerce. Several of the most important manufacturing and sporting organizations of the country are co-operating in plans for the salon. It will comprise three sections: land exhibition (models, plans, motors, accessories, etc.); water exhibition (all boats); and historical exhibition. Requests for participation will be received until June 15. Fifteen American constructors of motor boats and marine engines have secured space.

## Marine Engines Wanted

Interesting reports are received of opportunities in foreign trade for marine engine builders to secure some new business. The Department of Commerce at Washington, distributes bulletins giving items of interest to all manufacturers. In order to learn more about these opportunities, it will be necessary to write to the Department, either at Washington or at one of the many branch offices in all important centers, and inquire for more details on opportunities numbered 21259, which comes from Buenos Aires, where a sole agency for boat and yacht equipment and parts, and marine motor repair parts, is to be established. Another comes from Brazil, and is classified as number 21312, where an opportunity exists to place marine engines, supplies and accessories. Manufacturers interested in following these references should get in touch with the Department of Commerce promptly.

Advertising Index will be found on page 166

### FREDERIC S. NOCK, INC.

Naval Architects and  
Yacht Builders

EAST GREENWICH, R. I.

STORAGE REPAIRS  
MARINE RAILWAY

### JOHN H. WELLS, INC.

NAVAL ARCHITECTS

Service that's different

BROKERAGE SUPERVISION

Telephone: Murray Hill 3128-7

347 MADISON AVE., NEW YORK

## New S. A. E. Handbook

The new spring edition of the Society of Automotive Engineers handbook has recently been completed, and the contents of this book are commended to the attention of all engineers in the marine industry. The accepted standards for all important parts of engines and other automotive accessories are fully detailed, and the adoption of these standards will help to simplify and standardize the many complicated details of boat and engine construction. There are chapters devoted to power plant practice, including details of many of the separate parts of engines and their fittings. There are also chapters on electrical equipment, magneto details, starting motor mountings, storage batteries, and wiring arrangements. Another chapter is devoted to the details of threads for screws of different sizes, as well as standards for taps, drills, bolts, nuts, washers, and all of the many smaller details. Ball bearing sizes are also completely detailed, which are suitable for every type of bearing. Other chapters are devoted to the details of metals and alloys, suitable for various standard and special requirements, while still another chapter is devoted to the properties of oils and lubricating material. Engineers and others interested in securing a copy of this valuable book should get in touch with the Society of Automotive Engineers, 29 West 39th Street, New York, N. Y.

## Encouraging Foreign Outlook

There was a decided gain in the motor boat and marine engine export trade during 1925, an occurrence which was forecast by the Automotive Division in a statistical study of the 1924 exports which appeared in the March 23, 1925, issue of *Commerce Reports*. This gain should be especially encouraging to marine boat and motor builders when it is considered that practically every country has facilities for boat building and further most all manufacturing nations are able to produce engines adaptable for motor boat use. Quantity production, high quality and comparatively low-prices are enabling American producers to compete successfully in all parts of the world. They should take full advantage of the services offered by the Automotive Division in furthering this important trade and the co-operation now being given by the industry in connection with a world market survey will enable this Division to make available during this year, some interesting and valuable information on foreign market conditions and possibilities for their products.





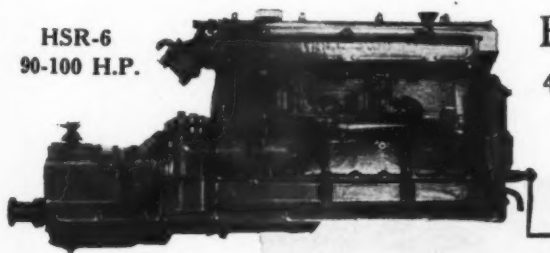
Powered with a Hall-Scott HSR-4, 60-70 H.P. marine engine, having a 2 to 1 reduction gear, Brickton IV, won the Colonial Yacht Club's Bear Mountain Race and the New York Athletic Club's Ocean Race to Block Island. These are the two most important cruiser races so far this year. Brickton IV, is a 44 footer built by the Greenport Basin & Construction Co., Greenport, N. Y., and owned by Mr. A. L. Bobrick.

**HSR-4**  
**60-70 H.P.**

## First in Two Races—

The success of the cruisers Brickton IV and MU 1, in the 100 mile ocean race to Block Island and the 70 mile race to Bear Mountain demonstrates the superiority of high speed engines with reduction gears as power plants for heavy cruisers. Competing with a fleet of twenty-five entries, these Hall-Scott powered boats enjoyed not only smooth, dependable and constant power that won honors in these contests but also economical operation.

**HSR-6**  
**90-100 H.P.**

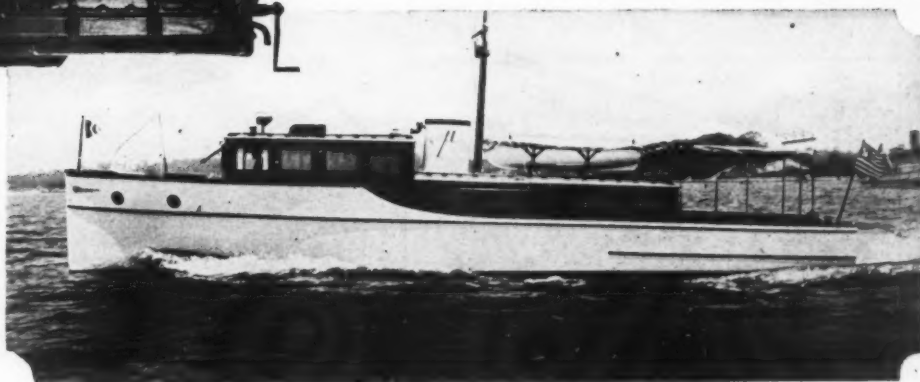


**HALL-SCOTT MOTORCAR CO.**

461 Eighth Avenue, at 33rd Street, New York City

Factory: Berkeley, California

Powered with a Hall-Scott HSR-6, 90-100 H.P. marine engine, having a 3 to 1 reduction gear, the MU 1, a 47 a.c.f. cruiser, owned by Mr. Douglas Rigney, captured second place in the Bear Mountain Race and third place in the Block Island Race. Both of these races were won by Brickton IV, powered with a Hall-Scott reduction gear engine.



# Virginia's greatest WATER CARNIVAL at NORFOLK



FOUR days of parades—races—balls—pageants—that is the delightful program that awaits the visitor to Norfolk's water carnival.

Norfolk cordially invites you to come down to see the water carnival—and to spend a delightful vacation at the famous beaches or visiting the many interesting historical landmarks. Many hotels, boarding houses and cottages by the seashore offer excellent accommodations to suit any purse. For further information address the Tourists' Information Bureau, Norfolk, Virginia. Norfolk-Portsmouth Chamber of Commerce.

## PROGRAM OF EVENTS

Wednesday, August 18, Military, Naval and Civilian Parade, Band Concerts.

Thursday, August 19, Marine Parade, Work Boat Races, Water Carnival in The Hague.

Friday, August 20, Yacht Races, Swimming and Diving Events, Navy, Army and Coast Guard Races, Water Pageant, "Neptune's Judgment."

Saturday, August 21, Decorated Automobile Parade, Speed Boat Races, Queen's Ball, Fireworks

## Yard and Shop

(Continued from page 44)

### Searchlights With Remote Control

The location of the Searchlight on a yacht has generally been restricted to two positions only—either on top of the Pilot House or on the forward deck. If it could be placed on a platform on the mast well above the pilot's head or in some other location well away from the pilot it would enable him to pick out objects to better advantage, but heretofore there was never any satisfactory method of controlling the beam of light. The manual movement was the only way and that necessitated a man standing by the Searchlight.

Electrical Motor Control has been used in the Searchlights of the U. S. and foreign Navies for many years and while operating successfully was very slow—about one revolution in three minutes. This was entirely too slow for practical purposes and was rarely used in commercial practice. The Carlisle & Finch Company—well known searchlight manufacturers, have been working on the problem for several years and have brought what appears to be a thoroughly satisfactory method of control—quick, positive and accurate and which is such a radical departure from previous practice that a description of it may prove of interest.

A yacht entering a harbor and having to pick out buoys or land marks, requires a searchlight which can be snapped from side to side quickly. This lack of speed has always been the great drawback of the motor controlled searchlight, and to overcome it, has been the aim of searchlight manufacturers for many years. While it may seem a simple matter to so arrange the gear reduction that a quick motion could be obtained, the difficulty was to stop at once.

A Searchlight barrel and frame revolving at a speed of, say one revolution in one-half minute, has considerable momentum so it will overrun 10 to 15 degrees. That is, it cannot be stopped with the light on the spot for which the pilot has been seeking.

The average searchlight beam diverges at about three degrees so a quick stop has to be made or the landmark will be lost.

Finally the Carlisle & Finch Co. secured the desired results through a simple electric device which stops the motor instantly. The controller for this searchlight is a compact box on a brass pedestal. The handle has two motions, one motion right and left; and the other up and down. The searchlight travels with the handle.

With the handle in the neutral position the searchlight is stationary. The controller handle is held in neutral position by springs so when the pilot releases it, the searchlight stops instantly. So positive is the operation that the beam travels only an infinitesimal amount when the hand is released. The horizontal motion is approximately one complete revolution in 20 seconds. Ninety degrees in five seconds. This has been found in practice amply fast enough for any purpose.

A searchlight with this control may be placed far from the pilot so the dazzling beam of light will not blind him. He has positive and instantaneous control of its movement.

### A Good Horn

Manufacturers of electrical accessories are devoting more time to the marine field than ever before. A fine accessory which should find a place on many boats, is the new magnetic electric warning signal, called Northeaster, which was made by the North East Electric Company of Rochester. The horn operates on a new principle for vibrating the diaphragm, and produces a distinctive note which carries clear and far, and answers every purpose of a motor boat warning horn. The North East Electric Company also manufacture excellent starting and generating equipment for various marine engines, in fact the equipment which they build is supplied as standard by such prominent marine engine builders as Sterling Engine Company, Fay & Bowen Engine Company and others.

### Charlotte, A Fast Sea Skiff

(Continued from page 36)

have been treated with Crodon plate, which makes these fittings proof against corrosion, and obviates the necessity for continuous polishing. This hardware can be easily cleaned by washing with fresh water, to remove the salt. The power plant installed in this hull is a pair of six cylinder, 100 h. p. Kermath engines, which can drive this boat up to 25 miles. The interior arrangement provides a large cabin forward, with four spring berths, and the usual cockpit space, which can be entirely enclosed.

# While the North is Shivering

## MIAMI BEACH

### Basks Under Summer Skies



THESE pictures were both taken about the same time. One could be any city north of the Mason-Dixon line; the other was snapped at Miami Beach during its "winter" season. See the people dancing and eating amid a bower of cocoanut palms. What a contrast to the raging blizzard!

Why not take your vacation in the winter? Get away from the cold and snow. Come to Miami Beach! You will never forget the experience; surf bathing, boating, fishing, golf, polo, tennis and a host of other summertime sports are in season at Miami Beach when the North is fighting its frigid weather.

Speed boat races for the most coveted trophies are held here every March on Biscayne Bay. See them!

#### THE CARL G. FISHER HOTELS

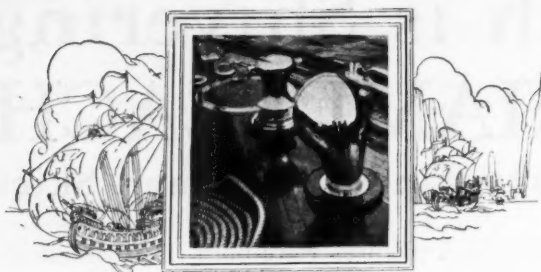
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## Dream Ships

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CRODON, the Chrome Alloy Plate, now makes this dream a reality, for, as CRODON surfaces never tarnish nor corrode, they never need polishing. An occasional wiping with a cloth removes grease or other foreign matter and leaves the original lustre unaffected.

Salt air and salt water have no effect on it. In fact, CRODON surfaces have withstood severe salt-spray tests for over 300 hours without showing any signs of physical breakdown. Each test has represented several years' service.

The unusual beauty of CRODON permits of no confusion with ordinary finishes. It is available either in a brilliant mirror-like surface or a soft silvery satin.

Any CRODON-plated fixture is guaranteed to retain its high lustre and color indefinitely from the time of installation without the necessity of using abrasives or any polishing compounds.

Moreover, a CRODON-plate will never peel nor discolor, resisting service wear, steam, sulphur and the majority of acids.

Upon request our Marine Division will give all details and estimate the probable cost of CRODON-plating your present equipment or that of any new boat. Write the Chemical Treatment Co., Inc., 26 Broadway, New York City.

### Specify CRODON for:

*Ships' Bells, Binnacles, Binnacle Strands, Reverse Levers, Cleats, Engine Room Telegraphs, Chocks, Capstans, Windlass, Steering Wheels, Port Lights, Electric Fans, Search Lights and Reflectors, Plumbing Fixtures, Door Hardware, Hinges, Exposed Pipes, Rails.*

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Name .....

Address .....

City ..... State .....

Name of Boat ..... Length .....

## Malabar VII Wins Bermuda Race

(Continued from page 18)

leeward of the fleet, at 6:00 we were the leading boat, to windward of everybody and enjoying a slant which had not yet reached our rivals. Seventy minutes later Dragoon, working out to windward on the starboard tack, crossed our course astern of us and a moment after Jolie Brise, performing the same maneuver, tacked across our bow. The cheer that we gave her startled the gulls around us, and the cheer was the more spontaneous because we were glad to be moving in such fast company.

For thirty hours we sailed on the port tack with the wind in the southeast quadrant, making the westing which is so desirable in the race to Bermuda, but none the less irritated because we perpetually fell to leeward of the sails or lights which accompanied us. During this time we passed through a succession of unexciting but none the less enjoyable ocean experiences—smooth sea, wind of the proper strength for topsails, moon approaching the full.

Once after we had entered the Gulf Stream and some scientist among us had ascertained the temperature of the water to be 67 degrees, the spell of the tropics descended upon us, and Linton Rigg, that West Indian pirate, sang The Crew of the Filatonga. It goes like this, having been purloined from some ancient ditty:

Away away with sword and drum,  
Here we come, full of rum,  
Looking for someone to put on the bum,  
The crew of the Filatonga.

There are other verses, for which that other buccaneer, Sam Wetherill of Malabar, may have been responsible—but one stanza is enough for our present purposes. As a matter of fact we were not full of rum, though we hoped one day to be, and our sobriety no doubt disappointed the ex-desertory, which, converted from the glorious usage of war to the nagging employments of the Anti-Saloon League, circled about and looked us over.

It was for thirty hours, as I say, that we watched the tell-tale stream niggardly to starboard, sometimes stealing a favorable flaw to put our lubberline on south by east, and sometimes steering south southwest. If we had only known what we were to know later we might have lifted our sheets and bent on the balloonier and footed courageously to the southwest. If we had done that—but in ocean racing hindsight is no more accurate than foresight. We might have gained the weather gauge of Bermuda and plunged home a winner; and on the other hand we might have pushed our nose into a soft spot which would have held us becalmed for half a day. There's no telling.

At any rate, we kept her footing, determined not to go wind-hunting, but none the less determined not to pinch the wind we had. And then when we felt that we must once more be the leeward boat, the wind hauled and at one of the morning of the 22nd we were back on the starboard tack and to weather of the fleet. Such luck makes winners. But it takes more than luck to win the Bermuda race, and somewhere ahead of us were Dragoon and Jolie Brise and Cygnet and Trade Wind.

Conscience suddenly begins to prick and tell me that I have been glossing over a detail of our first thirty-six hours at sea. It looks lovely in retrospect, but the fact is that a swell was running—a swell suggestive of the Caribbean, with steady breeze and trade wind clouds—and that I was sick. Not too sick to navigate, but sick enough to navigate poorly and to be uncertain of my first noon position. On the third day my stomach straightened out if the sea didn't and there were no longer any calls of gangway for the navigator as he rushed suddenly from his books to the rail.

Oliver Perry, who navigated with me, has many ideals on the designing of the 100 per cent ocean cruiser. He doesn't know yet whether she will be a schooner or a junk or a nef or a xebec or any one of those funny gadgets we used to find in the crossword puzzles—but of one thing he is certain. The perfect cruiser will be built around a chart room of a thousand and one unique features. The chart room will be isolated from the rest of the vessel so that neither galley odors nor scuttle butt talk will reach it. It must have a chart board so conveniently arranged that the navigator may plot his courses without bending over a tender stomach. It must have book racks and toe holds so that the science of navigation need not be marred by an occasional avalanche of personnel and material. And chiefly it must have a comfortable, secluded bunk into which the navigator may crawl when he finds that his sights don't gee by sixty miles.

(Continued on page 68)





## History Again Repeats Itself!

**DUPLEX** Marine Engine Oil has already won the same prestige in the marine field that Duplex Motor Oil has held in the automobile industry for the past 26 years.

Just as Duplex Motor Oil has been the preferred lubricant for Pierce-Arrow cars ever since the first Pierce-Arrow Motorette made its memorable trip from Buffalo to New York in 1901—running on the first Pure Pennsylvania Motor Oil ever made—so is Duplex Marine Engine Oil making motor boat history all the way from the Muskogees to Florida.

Like its famous predecessor, Duplex Marine Engine Oil is a Pure Pennsylvania product, but it is not an automobile oil renamed for marine purposes. It is a marine oil in fact as well as in name, created in collaboration with the leading marine engine authorities and approved by the leading marine engine builders.

We are serving boat owners direct where there is no Duplex dealer—our marine engineering experience is worthy the attention of every owner.

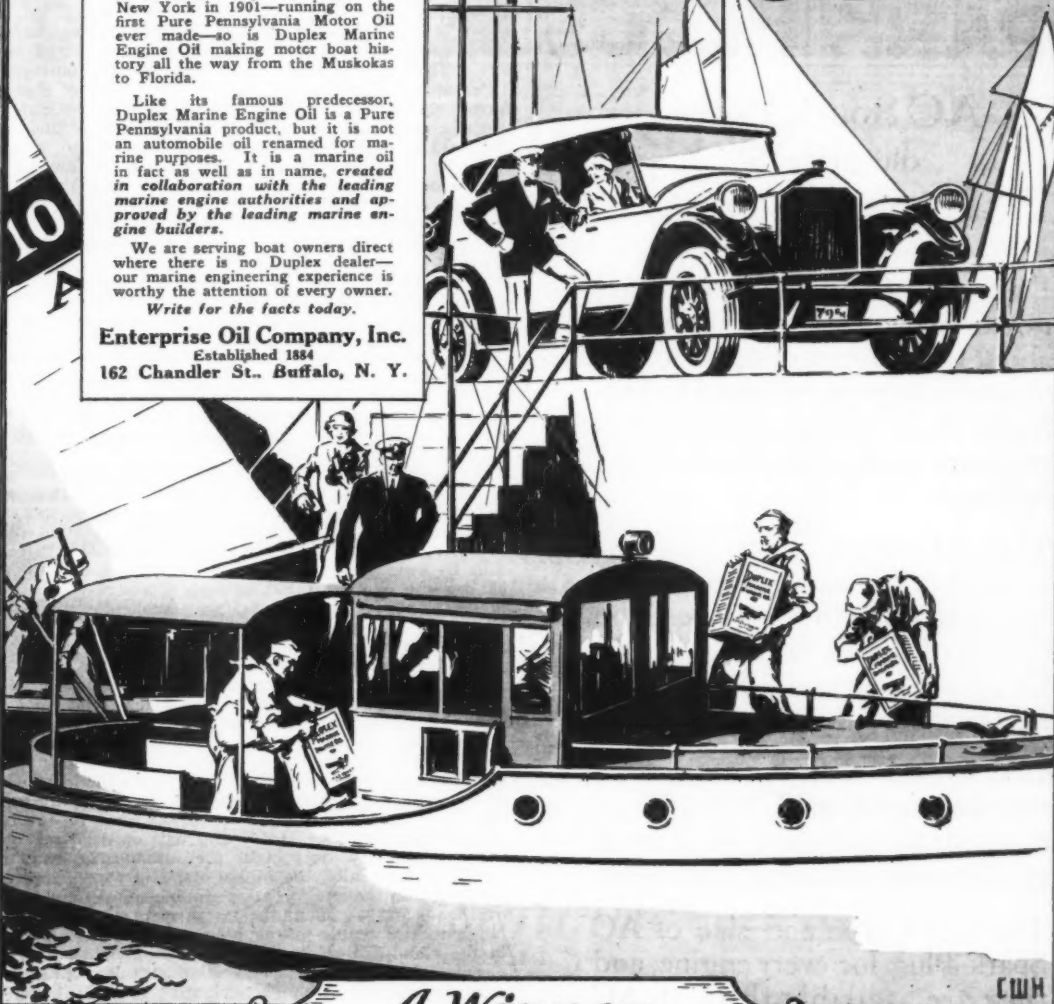
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New price, 75c

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Delivering the spark in high powered speed-boat engines is about the most exacting task that a spark plug can be asked to perform, as it means a continuous run with wide open throttle and full load.

That AC Spark Plugs are best suited for this work is evidenced by the fact that they have been the choice of the winners of the Gold Cup and Sweepstake Regatta for many years.

Likewise, foremost automotive engineers specify AC Spark Plugs as standard equipment for the very good reason that they perform best.

There is a type and size of AC Spark Plug for every engine, and they are available through AC dealers everywhere.

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AC Speedometers  
AC Air Cleaners  
AC Oil FiltersAC-OLEO  
Levallois-Perret  
FRANCE

## Malabar VII Wins Bermuda Race

(Continued from page 66)

Never again, say Perry and I, should the navigator have to spread his chart on the cabin deck at the psychological moment when the cook is coming aft with the chow. Never again should he be subjected to the distraction of listening to droll stories while looking in Table 45 for the log haversine of 2 hours 59 minutes 59½ seconds.

From noon of the first day at sea to noon of the second we made good a distance of only 94 miles, and in the succeeding twenty-four hours 115 miles. This was a period of variable weather, when we sailed by the wind, sometimes south-east by south and from there through south to southwest a half south. Never did the wind blow at greater strength than twenty miles an hour and not once were we subjected to the inconvenience of squalls of either wind or rain. Occasionally we sighted a competitor and once we spoke a passing ship, the S. S. Carnia, and asked to be reported to New York.

At three of the morning of the 23rd we got our first leading slant when the wind backed and settled in the northeast. By this time the Gulf Stream had robbed us of nearly all our westing, and we improved the early morning gift of Aeolus by steering south. The dawning day found us pressing along under fore, main, spinnaker, and balloon jib, while the wind slowly backed through north to northwest. At this time also we sighted a competitor crossing our bow, hull down, streaking it in a south southeasterly direction. She was making better time than we, but we could not understand why she was deliberately throwing away her westerly position.

Perhaps her owner was one of those weather sharps who foretell the wind by the slightest movement of the glass. If so, you can imagine him reading the inscription of one of those new fangled clairvoyant barometers and saying to his palpitant crew, "It's been blowing from east'ard for two days, and now the barometer has risen a hundredth and the wind has backed—backed, mind you—into the northwest. That means, according to the prescription, that it will soon haul back to the east—and so our best bet is to make easting while we're able."

I'd like to know who our competitor was and what became of him. Did he play his hunch so hard that he was a day or so late coming to Bermuda, or did he merely try to drag a herring across our trail, himself shooting back to south'ard when he had dropped us below the horizon? Whatever happened to him, the wind slowly continued its movement in a counter-clockwise direction, and by five of that evening had fixed itself permanently in the southwest quadrant, whence it never deviated more than a point or so until we had crossed the finish line.

During that day of the twenty-third we had incidents in plenty. The mainsail ripped at the leach and we unbent it and bent on a new one. The main gaff jaw split and we kept it working by passing a rope strop around the mast. We were becalmed from two to four-thirty and improved the time by swimming in the southern edge of the Stream. All hands, with one exception, became thoroughly accustomed to the motion of the boat, and the excellent hot chow which Olson had been serving us three times a day was no more regarded with apathetic eye.

That evening the sky was high and hard and gave promise of another lovely day. But at sundown when we began averaging seven and a half knots a low fast scud ripped across from the southwest and disturbed our prognostications. Morning dawned with overcast heavens and a slight drizzle of rain and I lay in my bunk when under better conditions I should have been taking first sun sights for longitude. The day advanced to eight o'clock and I began to think that the race of '26 would be a repetition of '23 when on the schooner Seafarer we ran the last day and half on dead reckoning.

But at shortly after eight the sun burned away the low clouds and revealed the high ones, still forecasting pleasant weather. In the late forenoon troublesome cumulus collected overhead, and we spent the last fifteen minutes of the sun's climb to the zenith in snapping ex-meridians through holes in the clouds. But at one minute to noon the sky cleared, permitting us to get our meridian altitude. From then on until we reached Bermuda navigating conditions were of the best.

This, our next to the last afternoon at sea gave us our strongest breeze of the voyage when it blew consistently between twenty and twenty-five miles and we logged eight knots up to and through the dog watches. During the night we kept moving and noon of the followin day showed us our best run, with 170 miles made good in twenty-four hours.

The last day and a half of an ocean race (as I have prob-

(Continued on page 70)

# The mighty St. Johns



*invites you to* JACKSONVILLE

FIVE miles wide at many points, open to steamers for more than 200 miles, threading its way through a vast chain of lakes, the St. Johns River has become famous in every continent. Water-sportsmen from all over America sail their yachts, speed-launches, pleasure-boats of every description over its majestic current. Tropical trees and flowers fringe its banks. Beautiful homes rise from deep-shadowed lawns . . . with mile upon mile of level, fertile countryside stretching beyond.

But the St. Johns River is only one of the many attractions of this marvelous water-country. A myriad of small streams and lagoons wait to be explored. The largest springs

in the world, with a flow of nearly 400,000 gallons of water every minute, are at Ocala. Inland waterways lead without interruption from Jacksonville through Florida's renowned river country.

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This trade mark and the name "Robert Bosch" are your guaranty of original Bosch quality as known the world over since 1887. Specify "Robert Bosch" in order to get the original and genuine.

**The Original  
Bosch**

ROBERT BOSCH MAGNETO COMPANY, INC.

No connection whatsoever with the American Bosch Magneto Corp.

## Malabar VII Wins Bermuda Race

(Continued from page 68)

ably remarked elsewhere) are hell afloat for the navigator. He watches the sun and stars with an eagle eye and snaps sights whenever he may, working half of them and salting the rest down for future consumption in case the sky become overcast. Constantly he asks himself whether his vessel has made more leeway than he allowed for and at the same time wonders whether by some fluke of steering she has been allowed to work to windward of the course. The log he reads hourly, examining the rotator at intervals for weed fouling. But all the time he maintains a cheerful outward mein so that the contagion of his doubt will not spread to owner and crew and take their minds from the business of sailing.

True as this picture is under normal circumstances, it did not apply to Blue Water's approach to Summers' Isles. On the morning of the 25th the sun rose from a smooth sea, and from six to noon I was lucky enough to get a series of four sights, all of whose lines of position crossed to a pinhead on the plotting sheet. At noon of the fifth day at sea we were in Lat. 32-38 North, Long. 64-25 West, with Bermuda bearing southwest by west, distant eighteen miles. It was still over the rim of the sea, but it was there. We had been forced down to leeward, despite our thirty-six hour struggle to maintain our westing. Yet we had only eighteen miles to go to cross the line.

Curiously enough we felt that we would be the last boat to cross. Two boats were in sight at sun-up, but they hauled away from us, and as the day advanced and the wind died and we sighted no other sails we became convinced that we were trailing the procession. This conviction, perhaps, took the sting from the slow beat against the whispering southwesterly while for fifteen hours we zigzagged toward St. Davids. At 2:50 p. m. we sighted the islands from the rigging, low-lying along the horizon between the tall sentinels of Gibbs Hill and St. Davids, and some one remarked enthusiastically that we had hit the nail on the head.

This was not the sober truth. For six hours previously we had known where the nail was—but hitting it was like stretching up the side of a barn door to hammer a spike two feet out of reach. If I had had a step ladder I could have hit the nail on the head; and if the wind had obligingly shifted from southwest to northeast we could have speared Bermuda on our bow sprit. As there was no step ladder and no favorable slant we tacked on and not until three in the morning of June 26 did the committee boat blare forth her steam whistle in acknowledgment of the fact that we had crossed the line.

We were then five days and sixteen hours out of New London, in sixth place, eighteen hours behind Dragoon. After that a pilot came aboard and we jogged outside waiting for daylight, while the laments of what-might-have-been resounded through the cabin. If we had tacked to westward early in the morning of the last day while the wind was still strong, or if we had kept a little more to south'ard on the day when we were not close-hauled, or if we had carried topsails all the way—the dirge was unending.

And yet post mortems of an ocean race are even more useless than crying over spilt brandy. Sailing the courses we sailed, Blue Water on no day made less than ninety-four miles good. Other boats, the winners among them, happened to strike weather which in twenty-four hours netted them as little as sixty, fifty, and even thirty-five miles. Our best day put us 170 miles on our way, and I have heard of no boat which bettered that by more than fifteen miles.

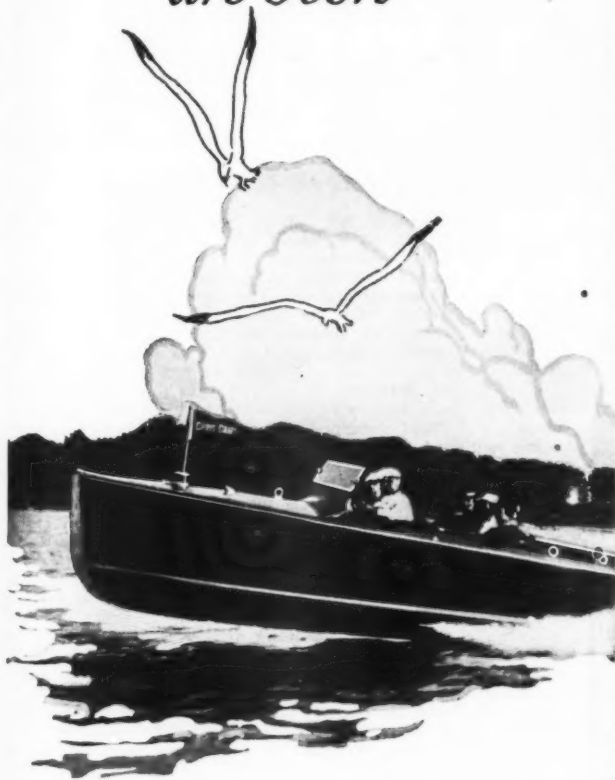
For fifty hours after we arrived in port other boats continued to straggle in, and the tales the crews told emphasized the importance of luck as an element of racing. Some of them had been becalmed for tedious periods. Others, not fifty miles from them, had been obliged to heave to for three or four hours. One schooner, which ranged ridiculously far to westward in the hope of meeting the prevailing southwesterly, encountered half a gale which drove her under shortened canvas for forty-eight hours. The navigator of another, transferring the position of Bermuda from chart to plotting sheet, placed the islands a degree too far south—in latitude 31, that is, instead of 32. But for that purely clerical error, as it proved, she might have won in her class. Even though she sailed sixty miles too far and then was obliged to retrace her course the entire sixty miles—even with that 120-mile handicap she did not finish last.

After all is said and done, racing to Bermuda is only a game, the rewards of which are the joys of ocean cruising and the warm, wet hospitality of the Bermudians. Those who arrive first win prizes and acclaim, but the latecomers find Teddy Gosling and Charlie Pitt just as cordial and just as ready to lead them to the Royal Bermuda Yacht Club and say "What'll it be?" The dinner tendered to the visiting

(Continued on page 72)



*Arresting Attention  
wherever they  
are Seen*



### Chris-Craft Leaves Nothing More to be Desired

The symmetry and grace of Chris-Craft is a heritage from its many gallant fore-runners in the racing field. Designed and built by the famous builders of the fastest boats afloat, the Chris-Craft runabout is a revelation in riding achievement, beauty of appearance and completeness.

Chris-Craft contains all the elements to make it safe, to assure comfort and guarantee both speed and performance. Every Chris-Craft is built with a double-planked mahogany bottom, solid mahogany keel, with decks and sides of mahogany. Ribs and stem are of white oak selected for added strength. Bronze shaft log, stuffing box and strut are specially designed to give maximum strength where the stress comes.

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INDIANAPOLIS

1926 — Schebler's Silver Jubilee Year — Established 1901

## Malabar VII Wins Bermuda Race

(Continued from page 70)

yachtsmen by Commodore Gosling and the officers and members of the yacht club was a triumph of gastronomy and conviviality. Bermudians and American are kinsmen at heart and never do we feel closer drawn together than when at such a banquet toasts are offered to King and President.

Boat	Class	Summary		Corrected
		Elapsed	Time	
Malabar VII.....	A	124:42:07	8:37:30	116:04:37
Dragoon .....	A	118:06:45	Scratch	118:06:45
Cygnat .....	A	122:42:36	3:58:30	118:44:06
Trade Wind .....	A	125:10:45	5:55:30	119:15:15
Jolie Brise.....A&C		127:46:45	1:30:00	126:16:45
Blue Water .....	A	136:00:00	7:03:00	128:57:00
Countess .....	A&C	151:03:11	6:22:30	144:40:41
Black Goose.....	B	159:32:45	9:22:30	150:10:15
Sagamore .....	B	167:09:19	16:52:30	150:16:49
Harlequin .....	B	169:36:07	17:46:30	151:49:37
Caroline .....	A	155:56:40	1:30:00	154:26:40
Malabar III.....	B	177:38:45	18:40:30	158:58:15
Windjammer .....	A	165:05:39	6:00:00	159:05:39
Malay .....	B	182:00:00	13:52:30	168:07:30
Primrose III.....	B	190:55:30	12:18:00	178:37:30
Quita .....	A	188:25:03	3:58:30	184:26:33

Winner of Bermuda Trophy—Malabar VII.

Winner in Class A—Malabar VII.

Winner in Class B—Black Goose.

Winner in Class C—Jolie Brise.

## New Records for Outboards

The Mississippi Valley Power Boat Association held its annual regatta at Rose Island just above Louisville, Kentucky, July 3, 4 and 5.

Class A outboard motors were raced on July 3. There were three boats entered and the time of the winner was something over 11 miles per hour.

Class B races were held on Sunday, July 4. There were three boats entered, all equipped with New L-A Twin motors. Bacteria won at a speed of 18.99 miles per hour.

The Class C races were run on Sunday, July 5. There were five boats entered. Two of them were the winners of the Class B races, equipped with L-A motors, the other three being equipped with the Johnson 6 h.p. motor. The winner was a Johnson 6 h.p. motor and the time was 20.25 miles per hour. An L-A motor was second—its time was 19.69 miles per hour. A Johnson motor was third and fourth, and an L-A motor a close fifth.

The course was a 2½-mile oval. The water at one end of the course was quite rough.

The previous world's record for any outboard motor of any size, official, was 16.68 m.p.h. In the Class B race on Sunday, the New L-A Twin motor made 19 miles per hour (lacking a very small fraction) and thus badly broke the previous world's record, and set up a new Class B world's record 6.45 miles per hour higher than the previous one.

On Sunday, July 4th, mile time trials were run with the New L-A Twin Motor, a total of six miles being run, three up and three down the river, averaging 19.904 miles per hour.

All L-A motors used in the races and time trials were regular stock motors in every particular, and were owned by residents of Louisville. None had been run more than 15 hours prior to the race.

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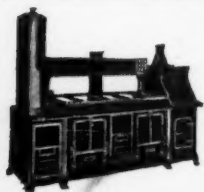


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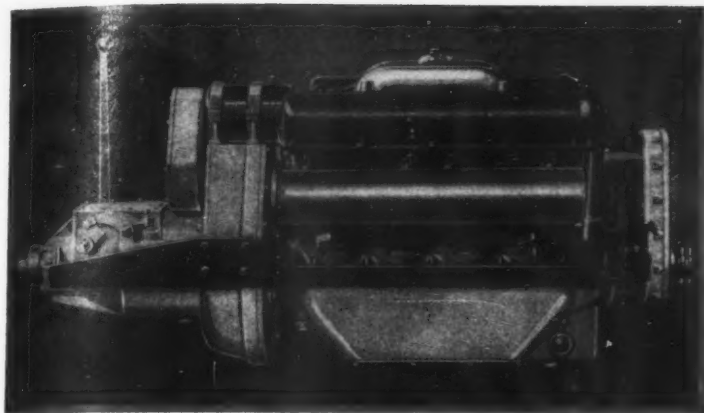
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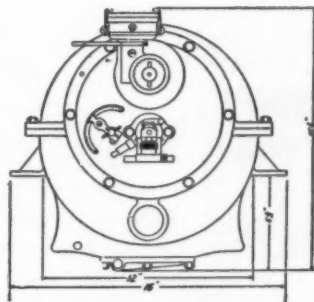
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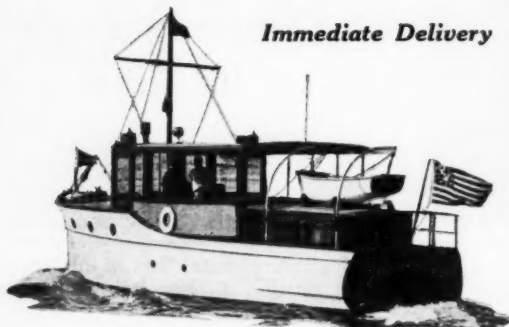
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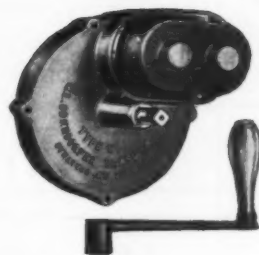
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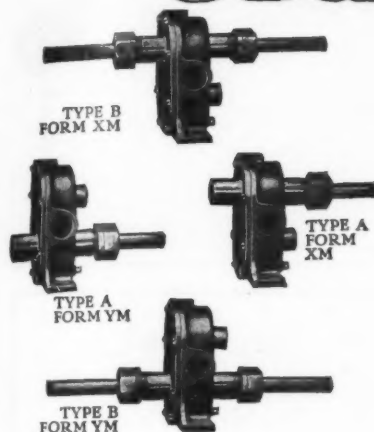
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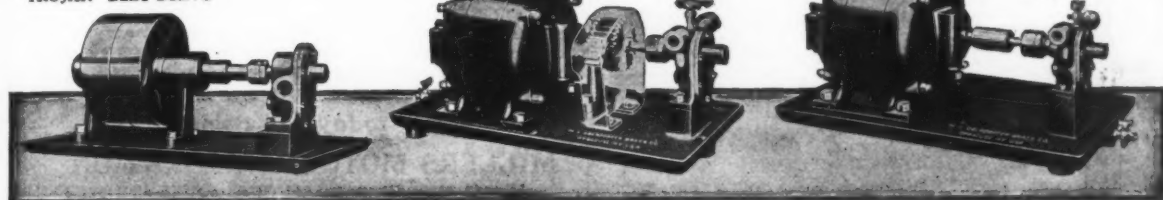
HAND BILGE PUMP



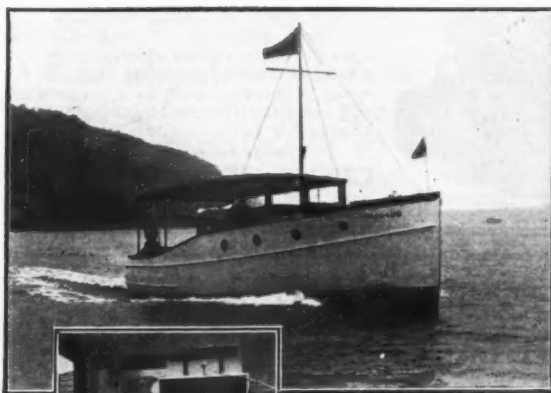
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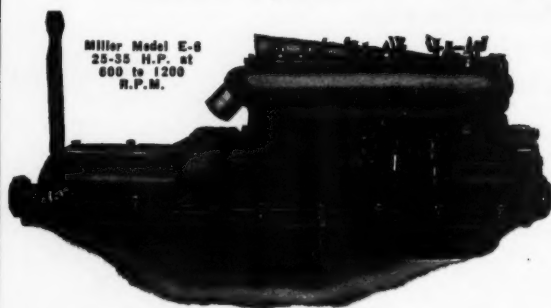
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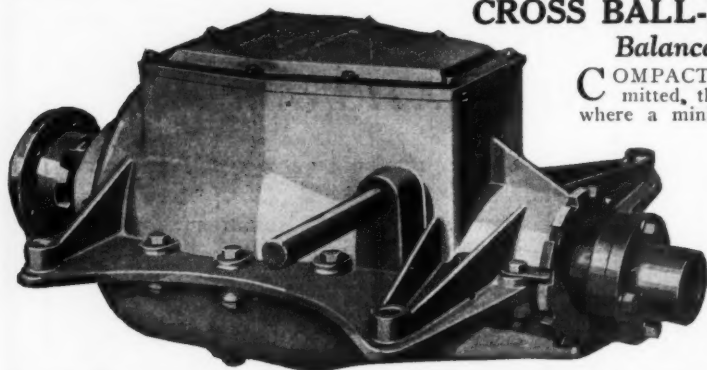
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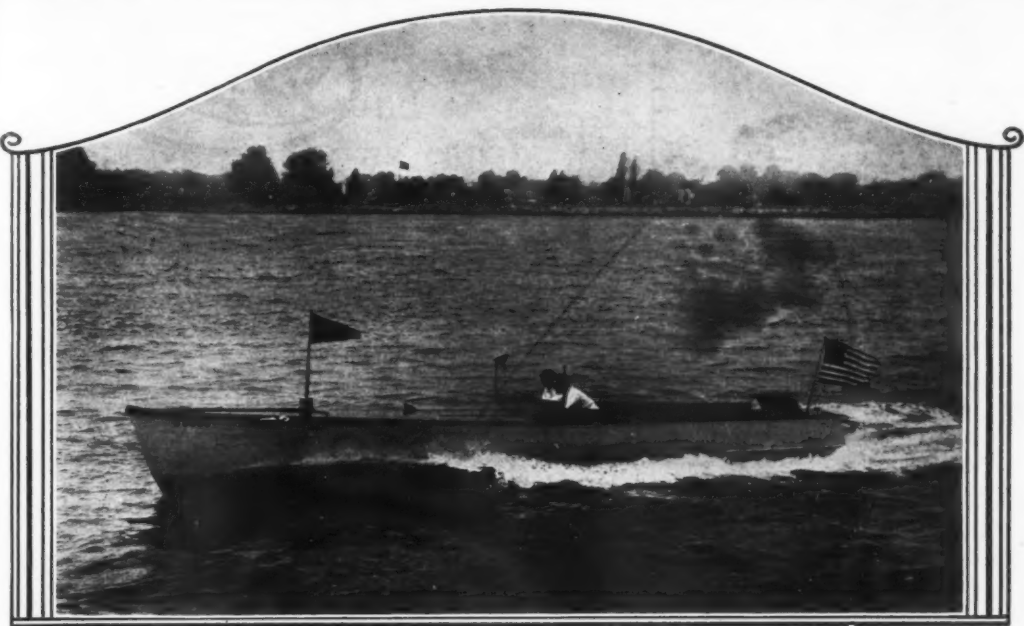
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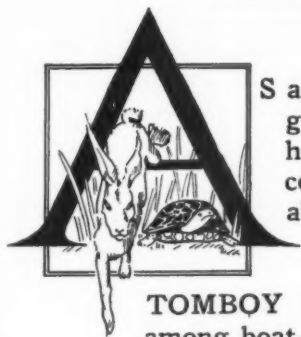
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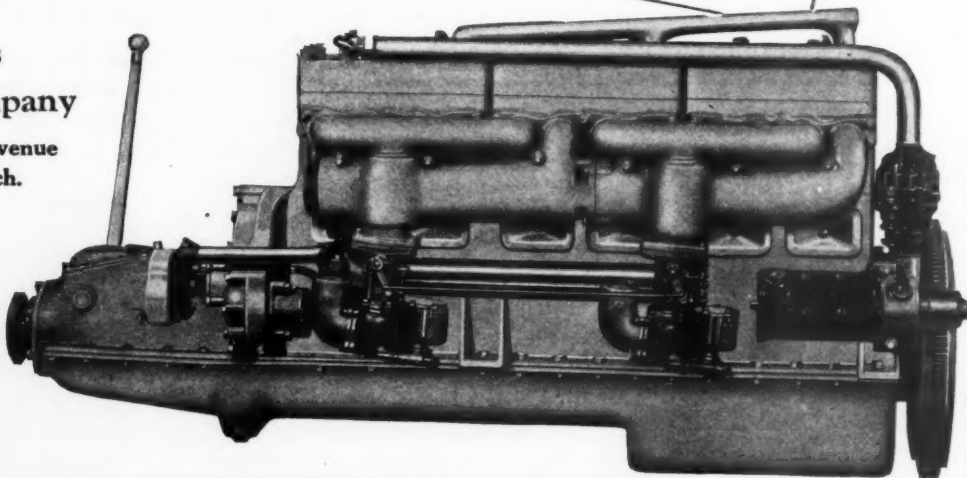
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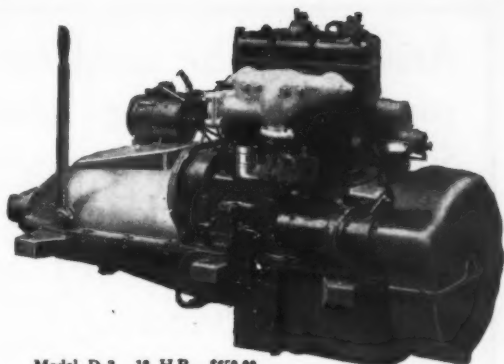
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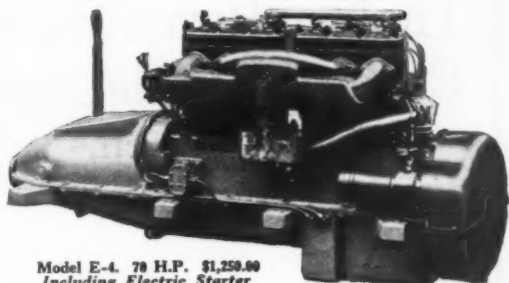
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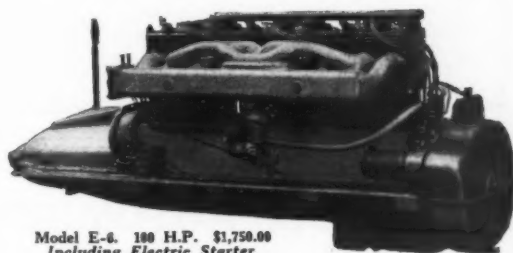
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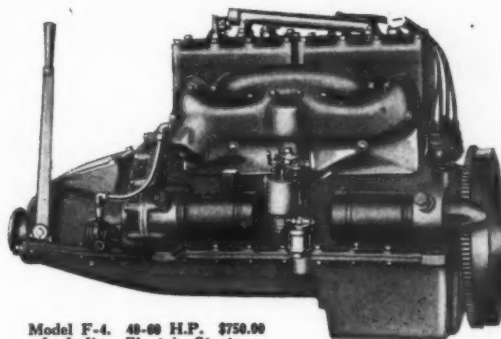
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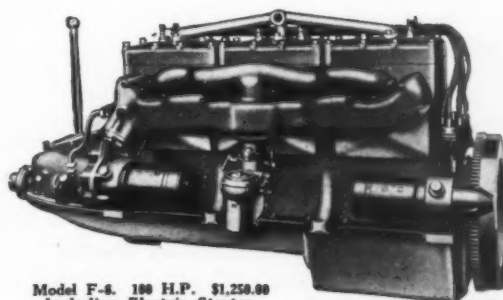
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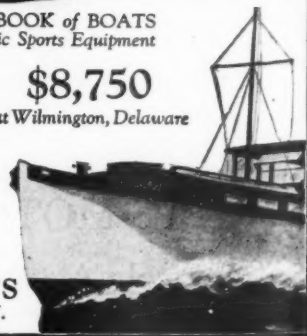
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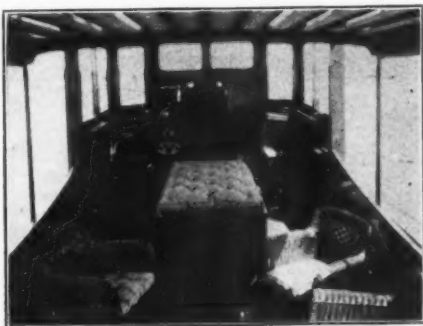




# The New 34' Red Bank Cruiser



THIS is the latest model thirty-four-foot Red Bank Cruiser. A boat distinctive of the finest craftsmanship and skilled designing. It is built for cruising in heavy seas and has an excess structural strength not usually found in boats of this size. The hull has lap-straked sides, a smooth V-bottom and is double planked throughout.



The cockpit of the Red Bank Thirty-four-foot cruiser is roomy, beautifully finished and furnished.

The bridge is enclosed and is fitted with the latest improved instruments and

operating controls, all of which are centered at the steering wheel. Powered with a six-cylinder Sterling Chevron 85 H.P. engine, this handsome boat attains an easy speed of 20 miles per hour.

In the cabin you have all the conveniences one could desire for extended cruising. The accommodations are pleasingly arranged and in no way cramped.

For cruising to Florida and exploring the southern waters you could not select a more practical boat than this Red Bank Cruiser.

*Write today for complete descriptive matter and price*

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Pierre A. Proal, President  
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NEW JERSEY

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**I**N buying a Dodge Watercar you not only get the world's finest standardized runabout of its size but to assure you of the best possible enjoyment from your Watercar you have at all times an expert service organization which is at your command. Young & Hall Service is making the ownership of a Watercar the source of constant and superlative satisfaction.

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Distributors of Sterling Engines for the State of Connecticut



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## An Ever Growing Host of Enthusiastic Friends

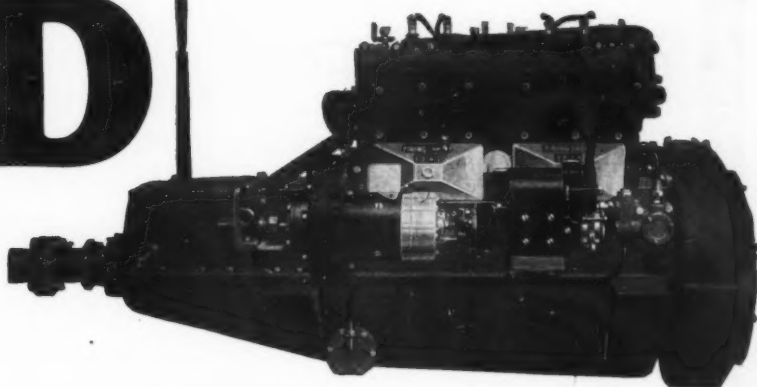
# ERD

### Unbelievable Power

22½ H.P. at 1000 R.P.M.

35 H.P. at 1600 R.P.M.

42½ H.P. at 2100 R.P.M.



**No Vibration—Greater Power with Less Motor Bulk — Real Gas and Oil Economy — Dogged Endurance**

THESE superiorities of the ERD S-4 marine engine are winning and hold an ever growing host of enthusiastic users. The extraordinary performance of the ERD S-4, day in and day out, in all types of boats, is a thorough demonstration of ERD engineering and of supreme quality of material and workmanship.

In the ERD you have the engineering principles that the most eminent internal combustion engine designers in America and in Europe now so strongly advocate. Special combustion chambers, for instance, which burn all the gas, eliminating the usual gumming of pistons and valves, and positively preventing spark plug knocks.

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Massive, three-bearing, CHROME-NICKEL STEEL crankshaft.

Largest bearings of any motor its size. End play adjustment for crankshaft—the only Marine Motor so equipped.

Lubrication—full force feed system by internal gear pump through HOLLOW CAM-SHAFT and drilled crankshaft to all bearings.

Main bearings, connecting rod bearings, and even camshaft bearings bronze backed nickel babbitt lined type.

Main bearings studs, connecting rod bolts, even cylinder head studs, nickel steel, heat treated.

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Hollow valve tappets, easily removable without disturbing valves.

Bronze gear water pump with salt water fittings throughout, bronze shaft running on ball bearings.

Most cleverly designed hot-spot manifold.

PARAGON REVERSE GEAR, nickel steel shaft, running on double row annular and thrust ball bearings. Stuffing box.

All working parts completely enclosed. No oil leaks.

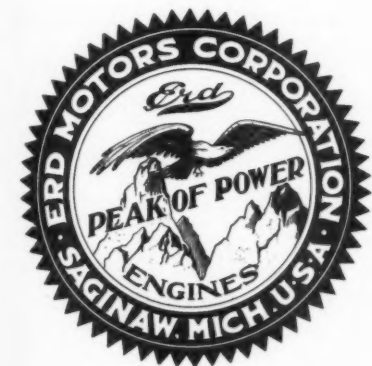
Not a single grease cup on the whole motor.

**UNBELIEVABLE POWER!** More than 22½ H.P. at 1,000 R.P.M., 35 H.P. at 1,600 R.P.M., 42½ H.P. at 2,100 R.P.M.

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**ERD MOTORS CORPORATION**  
**Saginaw, W. S., Michigan**



**"A WORLD-WIDE REPUTATION FOR DEPENDABILITY SINCE 1896"**

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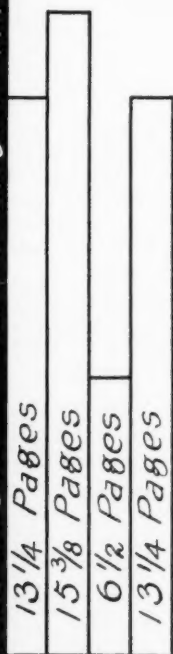


# Selecting Your Marine Engine

34 Pages of Marine Engine Advertising per Issue - MoToR BoatinG

This chart shows how MoToR BoatinG leads all other boating magazines in the average volume of marine engine advertising per issue published during 1925.

MoToR BoatinG also leads in all other important classifications of marine advertising.



PICKING a power plant that is best for your boat, that gives the desired speed and suits your pocketbook, requires a knowledge of the merits of the many types and makes of engines on the market. In this respect MoToR BoatinG is of invaluable aid to you. Marine engine manufacturers use MoToR BoatinG more liberally than any other boating magazine to acquaint boat owners and enthusiasts with their products. MoToR BoatinG gives them a bigger coverage of the market, and past experiences have proven to these manufacturers that when in doubt the boat owner consults MoToR BoatinG, because it is the biggest shopping center in the boating world, displaying not only the largest array of power plants but other marine products, too.

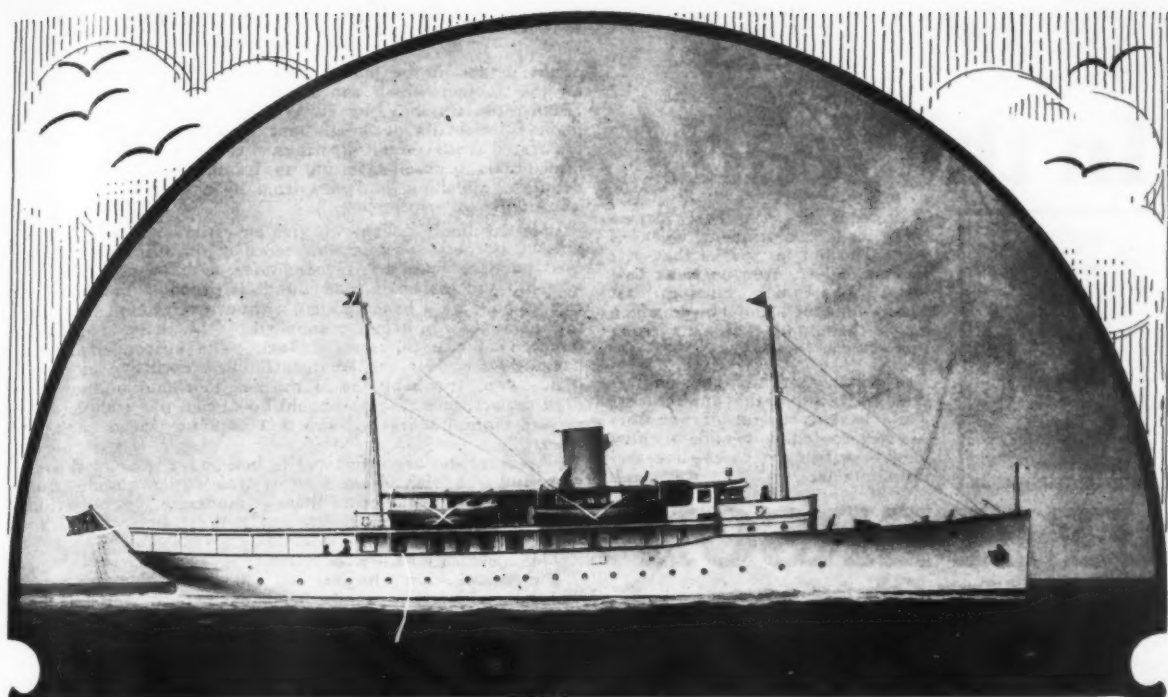
No boat owner can say he has made the best buy in power plants or has the most suitable motor for his boat unless he knows what the leading marine engine manufacturers have to offer. Improvements are always being made and new models are frequently announced. The boating magazine that can give you the most comprehensive and authoritative information on these changes is the one which carries the most marine engine advertising, and that is MoToR BoatinG.

If you don't subscribe to MoToR BoatinG you should do so now. Yearly subscription price: United States and Canada, \$3.00, Foreign, \$4.00

## MOTOR BOATING

119 West 40th Street

New York City



## Sumar—Bessemer Powered

WHEN a yacht of the finest kind is designed, and is to be equipped with not only luxurious fittings but with the most advanced as well as the finest in machinery, you will find the specified power plant is Bessemer Diesels. So Sumar, the 160-ft. yacht designed by Henry J. Gielow, Inc., and recently launched for Mr. David C. Whitney of Detroit, is naturally powered with two 420 H.P. direct reversible Bessemer Diesel Engines.

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# BESSEMER

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## DIESEL ENGINES

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# In the lead!



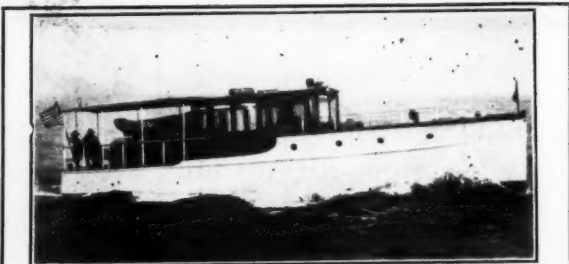
"Jeffersons are the best marine coils made," old-timers will tell you. The hot fat sparks that Jeffersons deliver, even on weak batteries, give quick starting, fast get-away, speed and power which keeps them and the boats using them in the lead!

Fair weather or foul, rely on Jeffersons to stand the punishment! They have troubleproof vibrators—waterproofed coils—non-sticking points—watertight cases—non-arc contacts.

## JEFFERSON "Trouble Proof" MARINE COILS

Distributed through leading marine hardware, electrical jobbers and dealers. Send for latest literature. We also make the National Spark Coils.

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Largest manufacturers of small transformers  
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**Rochester Enclosed Bridge 45-Foot Cruiser**  
Standardized cruisers, 33, 36, 40, 45, 50, 55 and 62 feet, and runabouts 24, 28 and 30 feet in length. Special or custom jobs any size or type up to 150 feet in length.

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By Building Your Boat With

## Brooks KNOCK-DOWN BOAT FRAMES

THE Brooks system is the only easy method for amateurs or professionals of building a successful boat. Our system saves you a large percentage of the cost of any boat. And you have 55 designs to select from—CABIN CRUISERS, V-BOTTOM RUNABOUTS, HYDROPLANES, ROW BOATS and SAILBOATS, all of modern design. Our new 64-page book of designs completely describes each boat and fully explains how easily they can be built. Plan now to build your own boat during your leisure hours this coming winter and have it ready for the water in the spring. Send 2c for the book of designs today.

**BROOKS BOAT CO., INC., Dept. 33, SAGINAW W. S., MICH.**  
Originators of the pattern and KNOCK-DOWN system of Boat Building.

## Shorty, A 20-Footer

(Continued from page 37)

of the details of the boat building art. One excellent book on the subject which can be thoroughly recommended is *Small Boat Building*, by H. W. Patterson, which fully explains the details of small boat construction, and is well illustrated with detail drawings. It fully explains laying down, making moulds, setting up, framing, planking, and the details of finishing, and is written by a practical man who knows his subject thoroughly.

It is extremely difficult to give an estimate on the cost of a boat, as there is a wide difference in the price of different boat builders, due to local conditions, and the class of workmanship and materials used, but it is probable that the hull can be built by a boat builder, without engine, but including the installation of a motor supplied by the owner from eight hundred to one thousand dollars. The cost of materials, hardware, etc., for the amateur builder, exclusive of power plant, would probably be in the neighborhood of five hundred dollars, and the job should be turned out complete for around eight hundred dollars if a medium priced engine is used.

Readers who are interested in building a boat to this design, and who wish to use a set of drawings to a scale of one inch to the foot, can secure them at moderate cost by writing to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y.

The specifications are as follows:

**Dimensions**—Length over all, 20 feet 0 inches, length water line 10 feet 6 inches, beam extreme, 6 feet 9 inches, draft 1 foot 10 inches.

**General Description**—The boat is to be a raised deck cruiser of the round bottom type, with two transom berths in the cabin, also an enclosed toilet room and a galley.

**Materials and Workmanship**—The boat is to be strongly built of the best grade of the different woods specified. All parts must fit in place accurately without being forced or drawn with fastenings and all parts must bear up closely upon each other. All oak to be clear white oak. All pine, to be Long Leaf Georgia Pine. All spruce, clear Western Spruce. All cedar to be white cedar.

**Keel**—Of selected white oak in one piece, sided 3 inches and moulded 7 inches. Deadwood to be of oak sided 3 inches molded as shown on drawings. Shaft log, of white oak, sided 3 inches molded 6 inches. Keel bottom, 1½ by 5 inch oak.

**Stem**—Of white oak, sided 3 inches, molded as shown, fastened to keel with 3 inch natural crook hackmatack knee. To be thoroughly bolted with bolts. Set up with nut and washers.

**Transom**—The transom shown on the plans is of the raking curved type, its expanded shape to be laid down full size on the floor. Transom cheek pieces to be of oak sawn to the proper shape. Transom frame to be stiffened with vertical members of oak, about 1½ inches square, two each side will be sufficient. Transom knee to be a natural crook hackmatack knee sided about 2 inches. Transom planking to be either cedar or mahogany, ¾ inch thick.

**Frames**—Of white oak, steam bent to shape, sided ¾ inch and molded ¾ inch. Spaced 10 inches centers. Floors of oak sided 1 inch on every frame. Molded as shown, to act as floor beams also in way of cabin. Floors in way of engine beds to be sided 1½ inches.

**Clamps**—Raised deck clamp, of yellow pine, 2 by 2 inches. Main sheer clamp, of yellow pine, 1¼ by 3 inches.

**Bilge Stringers**—One each side of yellow pine, to run full length, 1¼ by 3 inches. To be thoroughly bolted to frames.

**Engine Bed**—Of white oak, sided 1½ inches to be molded as required for engine installed. To be notched over floors and thoroughly bolted in place.

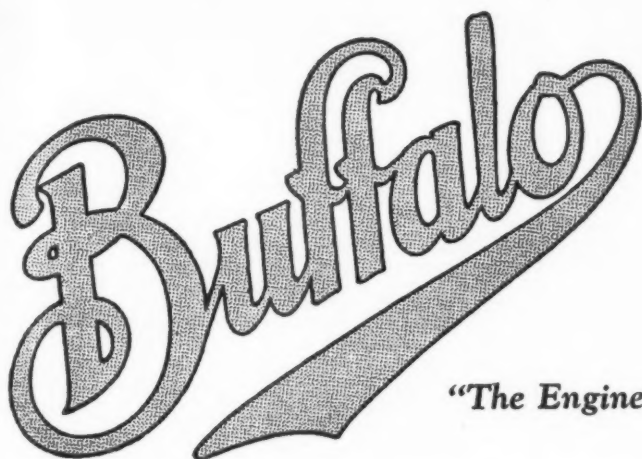
**Planking**—Of white cedar, ¾ inches thick. Planking to be in single lengths if possible and narrow strakes. If not in single lengths butts to be made on oak butt blocks. But not more than one butt in a plank, butts to be separated as much as possible, that is not to have more than one butt in a frame space. Planking to be fastened to frames either with copper rivets or with No. 8 1¼ inch brass screws. Hoods ends of planking to be screw fastened. Planking to be planed absolutely smooth and sanded before painting.

**Deck Beams**—Of white oak, on every frame in way of raised deck, sawn to crown as shown on drawings, sided 1 inch and molded 1¼ inches to be notched out for raised deck clamp as shown.

**Decking**—Decking to be ¾ inch, tongue and groove pine, laid straight, to be covered with canvas laid in thick white paint, canvas to be turned down at side and to be covered

(Continued on page 90)





**"The Engine of Constant Service"**

The 14-30 H.P. Buffalo is designed to meet the needs of runabouts and the smaller type of cruisers. It is Buffalo quality in every detail—fully equipped with two unit electric starting and lighting outfit. The low price is made possible by the wide demand for this model, which enables us to build the engines in quantities.

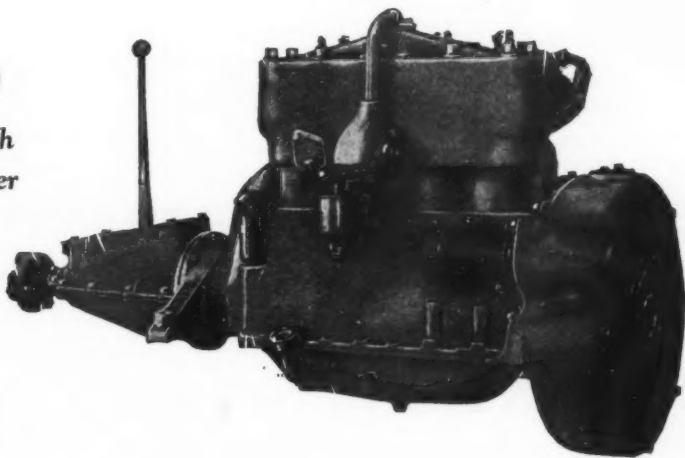
Here are some of the features of the four-cylinder: the 14-30 H.P. Buffalo: bore  $3\frac{1}{2}$  inches, stroke 5 inches; piston displacement, 194.42 cubic inches; three crankshaft bearings,  $2\frac{1}{2}$  inches in diameter, total length  $8\frac{3}{8}$  inches; connecting rod bearings and main bearings die cast bronze, babbitt backed; removable cylinder head; circulatory lubrication with indicating pressure gauge.

The 14-30 H.P. Buffalo is extremely economical in fuel consumption. Years of service in hundreds of boats have demonstrated its unfailing dependability.

*This is just one of the Buffalo models built in sizes from 10 to 200 H.P. Tell us about your boat and let us suggest a Buffalo to power it.*

**\$600.00**

complete with  
electric starter



**BUFFALO GASOLINE MOTOR COMPANY**  
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Buffalo, New York

## Shorty, A 20-Footer

(Continued from page 88)



One-design class Marconi rigged racing sloop. 16'x 12'2 3/4" x 5'7 1/4" x 3'3". Sail area, 157.5 sq. ft. Ballast on keel, 560 lbs. \$650.00, inclusive of spinnaker and salt water equipment.

23' Standard Cruiser with Model Z Gray marine motor. Speed, 9 M.P.H. \$1950.00.

34' Cruiser with single or twin screw. Speeds up to 20 M.P.H. \$5200 and up.

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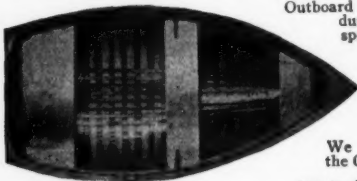
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WE are specializing on the mass production of outboard motor boats and dinghies, and also build the famous Babybuzz V-bottom outboard boats which are the fastest safe outboard boats built. The Penn Yan Outboard Boat is attractive and durable, with more speed than usual.



**Penn Yan Dinghies are light, tight and seaworthy.**

We are the builders of the Coast Guard Dinghies.

Famous Penn Yan Dinghies:

8"—Junior—	Beam 42—	Depth 13"
8"—Standard—	" 50—	" 17"
10"—	" 50—	" 17"
12"—Coastguard—	" 52—	" 28"

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Penn Yan Boat Co., Inc.  
PENN YAN, N. Y.



### All Under One Glass

[ Indirectly Illuminated ]

THE new Elgin Unit Control Board, enclosing all essential instruments under one glass, is now available to every motor-boat owner. Contains an Elgin Chronometric Tachometer, Ammeter, Oil Pressure Gauge, Motor Temperature Gauge, Air Gauge for Gasoline line, and a 6-volt lamp.

Write for Complete Specifications

Elgin National Watch Company  
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Tachometer Division

at edge with a rubbing strake, half oval in shape, about 1 1/2 inches wide, this can be either of oak or mahogany, as preferred for trim.

**Bulkheads**—To be of tongue and groove pine, about 3/4 inches thick. Flooring in cabin to be 3/8 inch pine board, fitted to lift out where necessary to get at bilge.

**Cockpit**—Cockpit beams of oak, sided 1 inch and molded 2 inches. Cockpit flooring to be of pine, 3/4 inches thick to be covered with canvas. To be fitted with hatch in center.

Cockpit seat to be framed with oak, seat itself can be made of oak, if oak trim is to be used or of mahogany, seat back to be made of same material as seat, to be made removable, to get at quadrant. Heads of frames in way of cockpit to be covered with a covering board, 1 1/4 by 3 1/2 inches, either mahogany or oak. To be rounded on outer edge to match rubbing strake. Mahogany or oak slats to be nailed or screwed to frames on either side of cockpit as shown.

**Painting and Varnishing**—If the boat is planked with cedar the entire hull above the water line to be given a priming coat of white lead and oil and then to receive three coats of best yacht paint of color desired.

If mahogany is to be used, if to be finished bright the top-sides are to be stained to a uniform color and then to have five coats of spar varnish well rubbed between coats. If painted to be treated the same as cedar. All bright work to be varnished with at least four coats of spar varnish. Below the boot top line, the hull to be given three coats of good anti-fouling bottom paint.

Interior of hull to be given two coats of white lead paint.

**Steering Gear**—A steering wheel of the bracket type, with wood drum, to be installed on the starboard side as shown on the plans. Spark and throttle controls to be mounted on bulkhead, slot to be cut in cockpit floor for reverse lever. Tiller ropes of 3/16 inch phosphor bronze, to be lead over 3 inch diameter sheaves, to the tiller, galvanized iron tiller to be installed on upper end of rudder as shown, about 15 inches long. Rudder blade to be of oak about 1 1/4 inches thick, to be fitted with the regular bronze rudder gudgeons as shown.

**Fittings**—Deck fittings to be of polished brass. Single hole stove either alcohol or kerosene to be fitted in galley on the ice box. Small galley sink to be installed and to be piped up to water tank. One marine toilet fixture in toilet room. Four inch diameter port lights to be fitted in hull as shown.

**Tanks**—One twenty gallon gasoline tank, to be installed under, after deck as shown on drawings, about 14 inches diameter and 3 feet long. To be thoroughly choked in place. To be fitted with filler pipe to deck. Gasoline line to be seamless copper tubing, to be fitted with shut off cock at carburetor.

One ten gallon fresh water tank to be fitted in bow, to have fill pipe to deck, to be piped to galley sink. Flooring to be fitted over water tank to provide for chain locker.

**Engine**—The engine shown on the plans, is a Universal engine, of about 15 horse power. To be fitted with generator, starter, storage battery, in addition to the complete motor equipment. Exhaust line to be carried out through transom and cooled by running a part of the water into the line at the end of the manifold.

### SAVE TIME AND MONEY Buy From WILLIS

No matter how large or small the article you want for your boat, you can save money and time by getting it from the House of Willis where a complete stock, efficient and intelligent service await you.

We are licensees for applying

#### CRODON

the non-rusting and non-tarnishing finish for marine hardware and fittings.

#### OUTBOARD MOTOR BOATS, ROW BOATS and YACHT TENDERS

A wide line of these boats is now on display at our big store and includes all of the popular types at unusually low prices.

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The E. J. WILLIS CO.  
85 Chambers St. New York City 67 Reede St.

# No Foolin'



**NO FOOLIN'**  
30 Foot Cruiser. Phil. H. Sawyer, owner, of West Palm Beach and Oshkosh, Wisc. Twin F-6 Scripps Powered. Speed, 25 M.P.H.

**W**E are not fooling when we say that Banfield Sea Skiffs are the fastest, most seaworthy and greatest all around cruisers built anywhere.

You not only court distinction by being the owner of one of these famous boats but you are immediately placed in a class of owners who represent our country's best known sportsmen yachtsmen. It's the smart thing today to own a Banfield Sea Skiff.

## 30 FOOT CRUISER

PRICE COMPLETE LESS MOTOR

\$4,500

F. O. B. ATLANTIC HIGHLANDS, N. J.

*Powered with*

- 100 H.P. KERMATH; SPEED, 18 M.P.H., \$5,950
- 70 H.P. TWIN SCREW, KERMATH; SPEED 22 M.P.H., \$7,200
- 100 H.P. F-6 SCRIPPS, TWIN SCREW; SPEED 25 M.P.H., \$7,300
- 200 H.P. HALL-SCOTT; SPEED, 30 M.P.H., \$8,250

## 34 FOOT DE LUXE MODEL

PRICE COMPLETE LESS MOTOR

\$6,500

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- 100 H.P. F-6 SCRIPPS; SPEED, 15 M.P.H., \$7,750
- 100 H.P. F-6 TWIN SCREW, SCRIPPS; SPEED, 22 M.P.H., \$9,300
- 200 H.P. LM-6 HALL-SCOTT; SPEED, 25 M.P.H., \$10,250

*Write for Blue Print and Full Information*

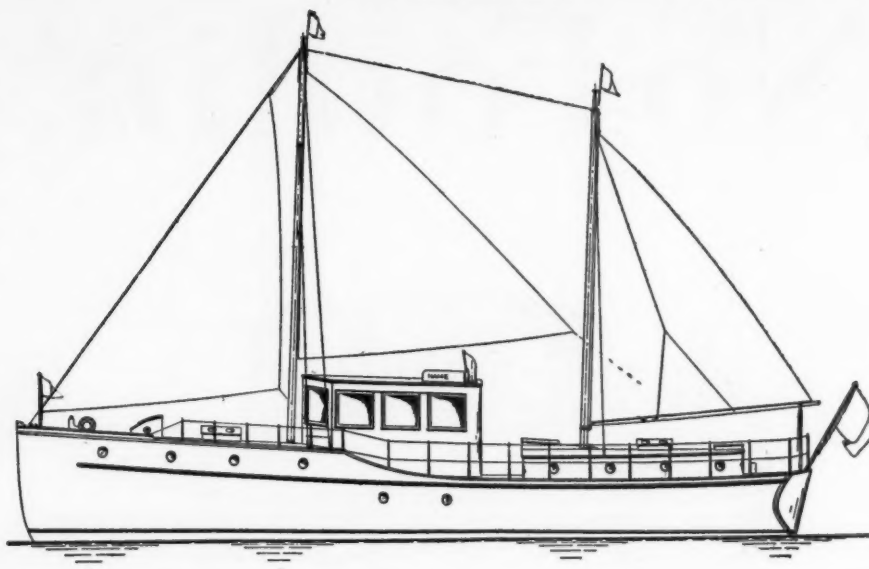
# BANFIELD SEA SKIFF WORKS INC.

*Largest Builders of Sea Skiffs in the World*

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## Seaworthiness

**T**HIS Deep Sea Cruiser was designed by William H. Hand, Jr. for the utmost in seaworthiness at a moderate price.

It will cruise in luxurious comfort in every corner of the world — any distance in all weathers.

It is especially well adapted for such waters as Labrador, West Indies and Caribbean. Also the Great Lakes.

Deep draft, sturdy and able; ruggedly framed of native Maine oak. Either twin-screw gasoline engines or single-screw Diesel; fuel capacity 1500 miles with the gasoline engines and 3000 miles with the Diesel; auxiliary sail power. Electric refrigeration; coal or kerosene burning range.

### Deep Sea Cruiser

L. O. A.	- - - -	56 feet
L. W. L.	- - - -	54 feet 6 inches
Beam	- - - -	13 feet
Draft	- - - -	5 feet 5 inches

There is another seaworthy type — the Houseboat — designed for coastwise cruising. Arrangements to go aboard the sister Houseboats *Vitesse* and *Rascal*, now

in New York waters, have been made with the owners, but permission to go aboard must be secured through Staples, Johnson & Co., preferably on your letterhead stationery.

Should your requirements vary from either the Deep Sea Cruiser or the Houseboat, we would be glad to figure on your own specifications or cooperate with your architect.

In any event, it will be worth your while to send for full particulars. There is no obligation attached.

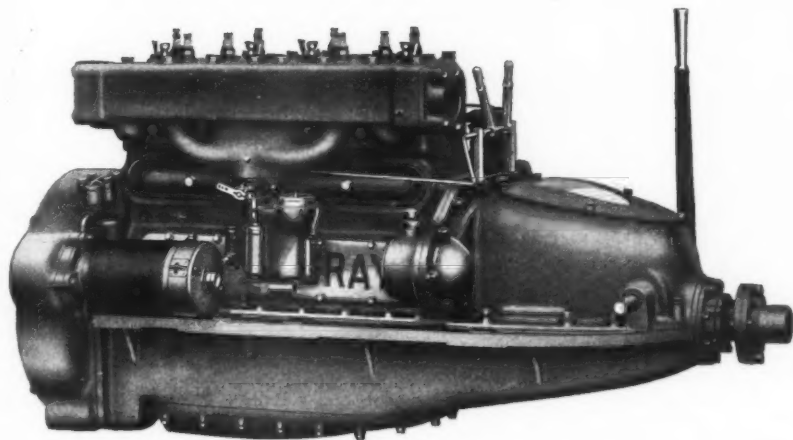
## STAPLES, JOHNSON & Co.

Established 1923

Biddeford, Maine

Yard on Saco River

# GRAY H-50



**A DeLuxe Model  
Four Cylinder  
Engine**

## *Extreme Accessibility*

**I**N this four-cylinder, 50 H.P. power plant Gray engineers present to you the most accessible and advanced engine of its size and price on the market today. It weighs 900 lbs. and turns up 1000 R.P.M.

Among the many refinements of this newest member of the Gray family of high values for little money are: An outside oil pump. Large and quickly removable hand hole plates, giving access to crankshaft and connecting rod bearings. Outside packing of stuffing box on rear end. Removable cylinder head. Double end exhaust manifold. Clutch cover top opening, 8"x10", makes clutch adjustments easy when necessary. Another advantage of this unit power plant is the clutch can be removed without disturbing the motor or shafting. The pistons may be taken out through the top of block. In fact, it is possible to make any or all repairs when needed without removing the engine from its bed in the boat. The oil is drained from the base through the new Gray "Ejectoil" pump. This pump with an oil filter and oil depth gauge are all fitted on the same side of the motor. All oil lines are completely accessible and the submerged oil pump is removable through flywheel housing. Seven nuts to remove. A twelve-minute job.

Furthermore, this brilliant new Gray motor acquaints you with a kind and quality of performance that is greatly finer than you have ever experienced with any other motor in its class.

### **Write Today for These Gray Catalogs**

Model "O," single cylinder, 4 cycle, 5 H.P. . . . . \$99 to \$136	Model "H-50," 50 H.P. . . . . \$550 to \$620
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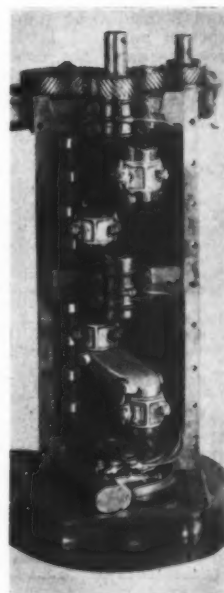
**Get the Facts on GRAY Today**

**GRAY MARINE MOTOR COMPANY**

6910 Lafayette Ave., East at Canton

Detroit, Michigan

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*This photograph shows the big crank shaft, over size bearings, cam shaft, gears and also the oil pressure lines of the Gray H-50.*

# Brickton IV Wins First Race in 1926

(Continued from page 33)

The day before the race was one of excitement. Cruisers appeared, and were frantically measured and sent on their way. An entertainment and dinner was being given to the visiting crews by the Colonial Yacht Club, and the Committee had to compete against time, in order to complete the last minute tasks, and permit them to attend the reception. Everything was finally completed, and as usual the dinner was one of the kind which the Colonial Yacht Club has made famous. Commodore Jules Heilner, who was ill, was unable to be present, but had left the arrangements in the care of capable assistants, who carried out his wishes in every respect.

The lateness of the hour on the night before was also responsible for the tardy appearance of the crews and committee on the morning of the race. After a frantic hunt for a starting gun, and great excitement in distributing racing numbers and final instructions, the race finally got under way at 10:30, which was one-half hour behind schedule. The boats crossed the starting line, which had been established, in good order with only a few stragglers. Sea Dream II, the fast Elco cruiser which proved to be the winner of the time prize, got over the line well in the lead, closely followed by Mu-1, Randa, Senator Bill, and Brickton IV. In a relatively short time, the boats had scattered pretty well over the wide expanses of the Hudson, and the committee had settled itself to a few hours of peace and quiet before they were due to return. However, their hopes were dashed, when only a few minutes after the start, Paducah was seen to be returning, and it was discovered that she had had difficulties with her clutch and was unable to continue. Other boats also reported difficulties within a short time, and returned without having completed of course. Among these was Starlight, the fast cruiser of Commodore Sterling of the Sheepshead Bay Yacht Club, which had been one of the favorites in the preliminary estimates of the winner. It seems that difficulties developed in the fuel supply, and she was unable to feed sufficient gasoline to keep the engine turning over at its proper speed. Several others also returned without completing the course, and blamed their difficulties on mechanical trouble of one sort or another. It would seem that boatmen intending to compete in a race, could assure themselves in advance of the condition of their mechanical equipment, and guard against failures during a contest, which while of no great moment;

are still sufficient to prevent them from completing a comparatively easy run of seventy odd miles.

There was much speculation among the rocking chair fleet as to who would prove the winner of this race. The course was an easy one, being up and down the Hudson River, from the New York Motor Boat Club to a stake boat anchored near Peekskill, just below Bear Mountain. A feature which is commended to committees conducting races on inland rivers, is the study of the tides which had been made, and which were responsible for the selection of the day for the race. It had been arranged so that the time of turning the mark boat at the upper end of the course, would coincide with the period of slack water between the flood and ebb tides. This resulted in fast times being made by all the contestants since they were aided in both directions by the current. This current in the Hudson River is very strong, and its help is much more agreeable than would be the case if the current were opposed. It has been estimated that it would take from six to six hours for the fastest boat to complete the seventy miles of the course. Great was the surprise of the committee, to see the 34 foot Elco cruiser, Sea Dream, come back after only a little more than four and one half hours. This boat made the complete course at a rate of 15.2 m. p. h., and this is remarkably fast for a boat of this type. While the conditions of the race call for cruisers and fast cruisers, whose maximum speed is 12 knots, it was agreed that inasmuch as the tide would help them greatly, this provision of the conditions would be waived. The next boat to finish was Commodore Joy's cruiser Shadow, which took a little more than five hours for the run.

A surprising feature was the excellent showing made by the two reduction gear driven cruisers in this race. Brickton IV, the new Greenport cruiser, just built for Commodore A. L. Bobrick, proved to be the winner on corrected time, while Mu-1, also a reduction gear job, belonging to Douglas Rigney, was second. Both these boats are powered with the small four and six cylinder Hall-Scott engines, and turn large propellers at relatively slow speeds. The fact that these boats were able to maintain speeds of almost 13 m. h. p., with engines of only a fraction the size of many others in the contest, indicates the efficiency to be obtained from this type of propulsive equipment.

## BEAR MOUNTAIN HANDICAP

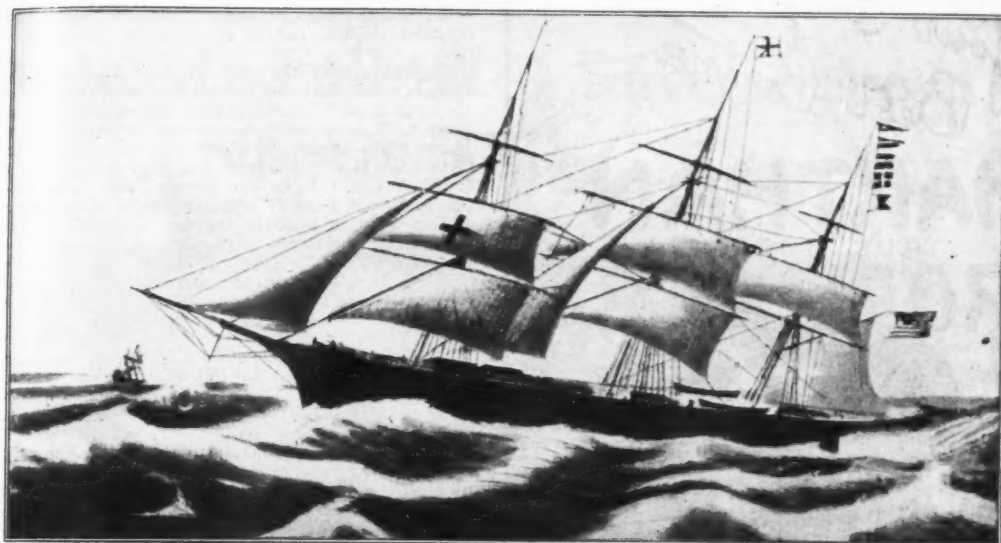
Colonial Yacht Club, New York, June 27, 1926, 70 Statute Miles

Boat	Owner	Club	Rating	Allowance	Elapsed Time	Corrected Time	Position	Speed m.p.h.
Turtle	H. L. Stierer	Stuyvesant	46.11	.....	5:47:00	5:47:00	16	12.1
Shadow	Wm. A. Joy	Yonkers	44.12	0:16:05	5:08:58	4:52:53	11	14.4
Maja	C. P. Sullivan	Sheepshead Bay	43.60	0:19:13	Did Not Finish	.....	..	...
Starlight	W. H. Sterling	Sheepshead Bay	42.00	0:32:45	Did Not Finish	.....	..	...
Mogehan	G. A. Gallowitz	Stuyvesant	41.18	0:40:09	6:28:24	5:48:13	17	11.0
Adele	G. A. Tracy	Stuyvesant	40.83	0:43:26	5:24:28	4:44:02	9	12.9
Sea Dream II	G. D. Larner	Riverside	40.48	0:46:45	4:36:27	3:49:42	3	15.2
Mallard	G. J. Cook	Stuyvesant	40.26	0:48:47	6:25:20	5:36:33	15	11.1
Grayling II	Wm. O. Mason	Stuyvesant	40.05	0:50:44	5:31:26	4:40:42	8	12.7
Paducah	P. J. Downey, Jr.	Sheepshead Bay	39.19	0:59:13	Did Not Finish	.....	..	...
International 32	V. Havers	Englewood Basin	38.66	1:04:35	6:19:30	5:15:05	14	11.2
Randa	W. A. Winterbottom	Bayside	38.27	1:09:03	5:20:52	4:11:49	7	13.1
Uncowa	H. Kinkel	Tamaqua	37.70	1:14:40	Did Not Finish	.....	..	...
Redcyl	J. R. Huntley	Sheepshead Bay	37.50	1:16:57	6:16:38	4:59:41	12	11.3
Idler	.....	Tamaqua	37.90	1:12:30	6:20:00	5:07:30	13	11.2
Algos	R. F. Ponce	New York Motor Boat	36.54	1:27:54	6:14:07	4:46:13	10	11.4
Onaway	K. Douglas	New York Motor Boat	36.00	.....	7:29:23	5:58:23	18	9.5
Margareth II	N. Nelson	New York Motor Boat	35.95	.....	Did Not Finish	.....	..	...
Brickton IV	A. L. Bobrick	American	34.46	2:00:33	5:20:46	3:27:13	1	13.1
Mu 1	Douglas Rigney	Manhasset Bay	33.93	2:00:33	5:30:24	3:29:51	2	12.7
Wolf	E. Cohn	Colonial	33.91	2:00:50	6:32:55	4:00:05	5	9.2
Senator Bill	L. A. La Roche	New York Athletic	33.12	2:11:44	6:18:22	4:06:38	6	11.25
Kismet	L. Thyssen	Gravesend Bay	32.47	2:20:57	10:30:00	8:09:03	20	...
Andy	D. C. Anderson	Bayside	31.01	2:43:44	6:39:27	3:55:43	4	10.6
Armenius	.....	Tamaqua	38.00	1:10:00	7:10:25	6:00:25	19	9.95
Nona	.....	Tamaqua	38.00	1:10:00	Did Not Finish	.....	..	...

## BLOCK ISLAND RACE

New York Athletic Club, July 10, 1926, 100 Nautical Miles

Boat	Owner	Club	Rating	Allowance	Elapsed Time	Corrected Time	Position
Turtle	H. L. Stierer	Stuyvesant	46.11	Allows	D. N. S.	.....	..
Shadow	Wm. A. Joy	Yonkers	44.12	0:24:16	D. N. S.	.....	..
Cygnus	C. M. Swan	New York Athletic	42.10	0:51:26	D. N. S.	.....	..
Starlight	W. H. Sterling	Sheepshead Bay	42.00	0:52:50	D. N. S.	.....	..
Randa	W. A. Winterbottom	Bayside	41.52	0:59:49	D. N. S.	.....	..
Marigold	W. A. Golden	New York Athletic	41.18	1:04:46	11:44:58	10:40:12	9
Sea Dream II	G. D. Larner	Riverside	40.48	1:15:24	8:25:45	7:10:21	4
Momo	F. G. Moe	New York Athletic	40.33	1:17:40	9:34:41	8:17:01	7
Paducah	P. J. Downey, Jr.	Sheepshead Bay	39.19	1:35:31	D. N. F.	.....	..
Rene, Jr.	L. M. Simmons	New York Athletic	36.80	2:16:53	8:32:48	6:15:55	2
Ripple	M. M. Porter	Knickerbocker	35.90	2:37:16	10:37:22	8:00:11	6
Yankee Girl	C. G. Martens	New York Athletic	34.70	2:58:16	D. N. F.	.....	..
Brickton IV	A. L. Bobrick	American	34.46	3:03:08	8:40:25	5:37:17	1
Remah	E. L. Jimenis	New York Athletic	34.07	3:11:26	10:22:39	7:11:13	5
Mu 1	D. L. Rigney	Manhasset	33.93	3:14:26	10:04:05	6:49:39	3
Andy	D. C. Anderson	Bayside	31.01	4:24:03	13:20:10	8:56:07	8



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## Fog Hampers Race

(Continued from page 30)

ease their labors. Some fourteen boats were finally declared eligible, and of this number, eleven started in the race.

Beginning with the start at New Rochelle, weather conditions were ideal until the boats reached the eastern end of Long Island Sound. While the going was smooth, the boats held their relative positions with Brickton IV, Rene Jr., and Sea Dream II, all battling strenuously for the lead. Conditions changed, however, as the boats entered the Race or Plum Gut, for the run across Block Island Sound. The tide and wind were at odds, causing a very heavy beam sea, and in addition a dense fog set in, which made navigation difficult for the small boats. As the fog closed in, the boats lost sight of each other, so that none knew where they stood with relation to the others. The three mentioned in the lead were far in advance of the rest, and each set a course for Block Island harbor entrance, according to his own choice. Fortune favored some, and was unkind to others. Rene, Jr. was able to pick up the entrance buoy almost at once, and in this way saved valuable time in entering the harbor. Sea Dream II and Brickton IV, also came close to the buoy, but in the fog could not tell whether it was to port or starboard. The deceptive sound conditions in the fog made it difficult to locate the sound of the bell, and it was necessary to feel a way around the buoy in order to locate it. The entrance to Block Island harbor is particularly difficult to find. The breakwater has a fog trumpet and care must be used to approach this from the north, otherwise the boat will be on the wrong side and will have to feel a way around the end of the breakwater.

However, all navigators on the competing boats observed care in approaching the island, and were able to make the harbor safely. As an indication of the conditions existing at the time, a large freight steamer of some 6,000 odd tons, in charge of licensed officers, was not so fortunate, and ran itself high and dry aground on the rocky shores of the island. The Coast Guard patrol vessels in spite of their familiarity with the waters, had to spend much time in searching for it, and even though they were aware of a vessel in distress, they were unable to locate it in the heavy fog.

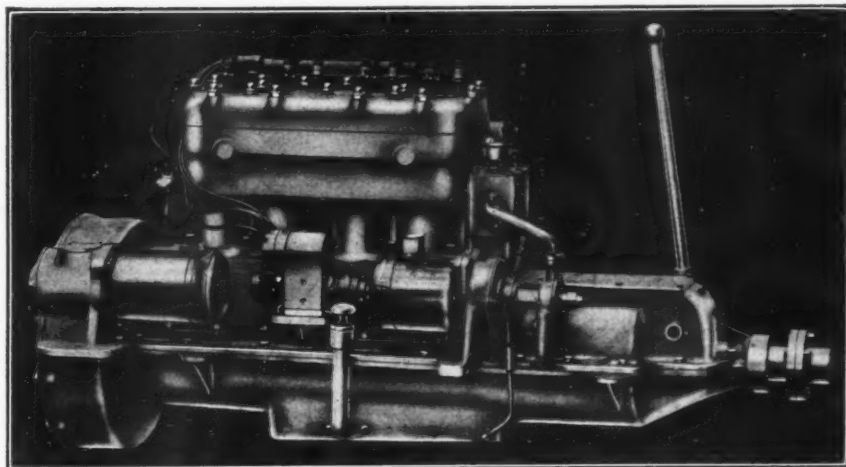
Prior to the race, the yachting department of the New York Athletic Club entertained the visiting crews at their Travers Island Club house with a most excellent dinner. This was livened up by some impromptu talks on the part of several of the contestants with predictions as to when and who would win the race. Unfortunately, these were not fulfilled. Kemah, owned by Vice Commodore E. L. Jimenis of the New York Athletic Club, in charge of a crack crew, consisting of Commanders H. A. Jackson and A. B. Duryee, with Roy Wood, were strong favorites before the race. Newer and faster boats, however, have wrested their honors from them, and they were able to secure only a fifth place on corrected time.

For the first time, Momo, one of the new JW38 cruisers, equipped with the Hall Scott engines, entered a competition and gave an excellent account of herself. A feature which was commented on by the visitors who were entertained on board this boat at Block Island, was the wonderful manner in which the Crodon plated bright work kept its finish in the unusually severe sea and for conditions prevailing. Captain Moe has gone so far as to have his table silver Crodon plated, which saves all polishing of silver, and supplies these utensils with a finish which is permanently bright. Mu 1, the 47-foot A. C. F. cruiser, owned by Douglas Rigney, and operating as radio broadcast station WRMU, was also a contestant in the race, and secured third place on corrected time. The time prize for the fastest run to Block Island was taken by the Elco cruiser Sea Dream 11, owned by G. D. Larner of the Riverside Yacht Club. Her time for the 100 miles was eight hours, twenty-five and three-quarter minutes, which is equivalent to exactly 12 knots for the entire distance. Another newcomer in cruiser competitions was a Matthews 38-foot cruiser, Ripple, owned by M. M. Porter of the Manhasset Bay Yacht Club. This boat also made an excellent run under the conditions, and finished sixth in the order of corrected times. Paducah, owned by P. J. Downey, Jr., and Yankee Girl, owned by C. G. Martens, did not finish and no reports are at hand as to the reason for their delay. The times at the finish end of the race were taken by the members of the Committee who sailed to Block Island on Commodore E. A. London's cruising houseboat Charlon 11. Assisting in this work were H. Anderson and Frank B. Borick. A summary of the elapsed times, as well as the corrected times, with the order in which the boats finished, will be found on page 94.

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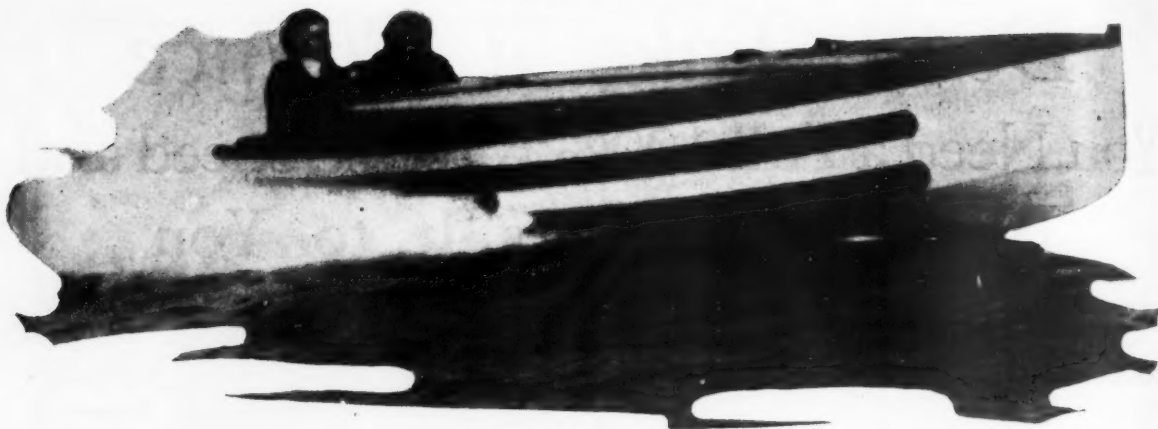
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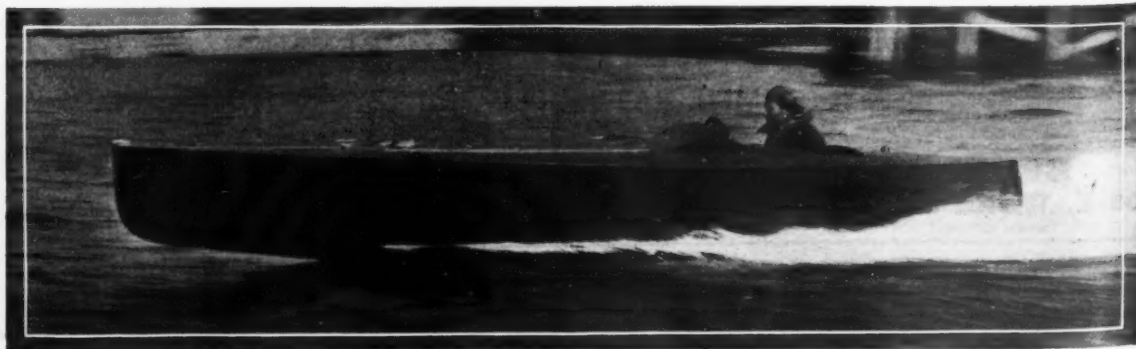
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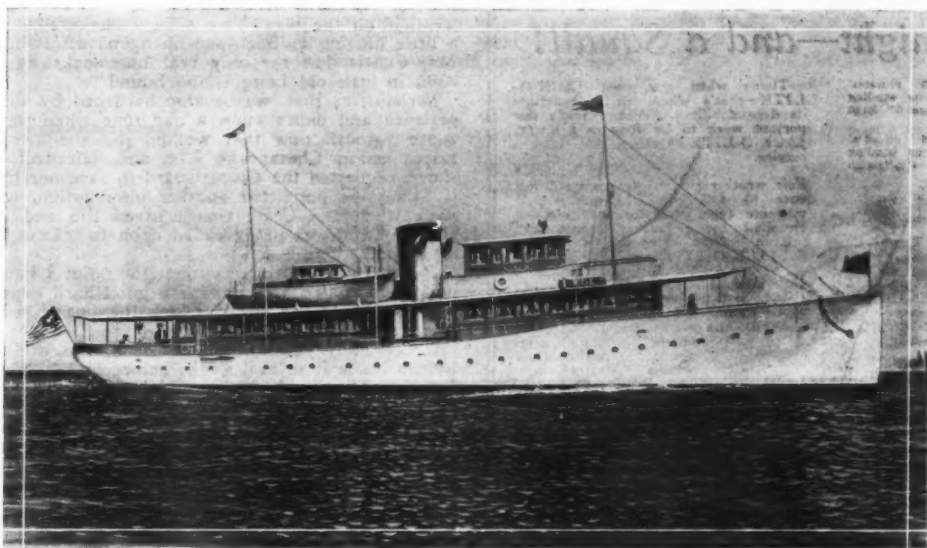
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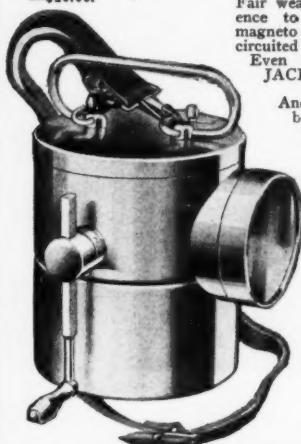
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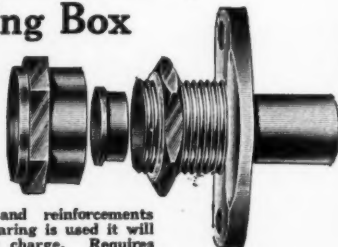
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## First Experiences and Others

(Continued from page 21)

sample like it."

And so we did. In fact, we cruised from New York to Tampa, covering about 1,500 devious miles, and when we were asked the inevitable question, "Did you have any rough weather on the way?" we always answered, "Well, we got a little dusting at Such-and-Such and off Point What-You-May-Call-It, but the only real hummocks were kicked up right in little old Long Island Sound."

Perhaps, at that, we became hardened by subsequent experience and didn't know a bad time when we saw it; because I recall now that we did jolt the awning from its fastenings in Chesapeake Bay, and, later off the Carolina shore, requested the Coast Guard to save our lives. (Those, if I may be permitted another interruption, were also the days when the Coast Guard saved life and property exclusively and was never called upon to take a life here and a property there.)

Disregarding the interruption, the point I have been leading up to is that if you have a good hard experience when you are a beginner you can look the future in the eye with equanimity.

Occasionally you will meet a man who will tell you that he ran his boat several weeks before he had his first narrow squeak. This man's story goes something like this: "Well, sir, I bought my boat early in May and I had it out every week-end during June and July and got so I knew it like the Bible. I could turn it on a dime and hand you a nickel's change, smell rocks before I felt 'em, and make an egg-shell landing with a four-knot tide and a beam wind. And then one day I got in a jam with three other craft where if I hadn't known how to handle my boat I'd have been smashed to kindling wood. But I'd had my initiation and I put the wheel hard over and then hard in the other direction and This-That-And-The-Other, and in short did the only thing possible to save myself. I tell you, it was a close shave, and a mighty lucky chance it didn't happen six weeks earlier."

If a man who hears such an experience is himself a beginner it is likely to throw him off his oatmeal for a week. Every time he goes aboard he asks himself what he would do if he looked up and saw the Mauretania coming down on his port beam and a school of whales showing red lights on his starboard bow, and the Statue of Liberty stepping off her pedestal to take a drink. What to do? What to do?

The answer is that it's a darned good plan to rehearse these little excitements so that when any or all of them do happen your hands will function automatically while your mind steps to one side and enjoys the occasion.

I heard a man the other day telling about his first trip on the East River in a day cruiser. Ferries to right of him, steamers to left of him, tugboats ahead of him charging and thundering, and he picking a tortuous way in and out with his heart trying to crowd his feet out of his shoes. Fortunate it was for posterity that my friend's head was in the right place and he was able to steer clear of all the dangers. But the very next day, mind you, while this man was cruising on the Sound with miles of open water all around him, his tiller rope broke. Now wasn't that luck—that it didn't happen the day before? If it had parted, said my friend, with all that mess of shipping there's no telling what might have happened. We both shuddered to think of it, and I hope the reader will also shudder once or twice.

But I can tell what would have happened if his tiller rope had parted when there were ferries to right of him, steamers to port of him, etc., etc., charging and thundering. The ferry captains, seeing that my friend's boat was disabled, would have kept to the right of him, and the steamer pilots would have kept to the left of him, and the tugboat skippers would have poked their heads out of their pilot-house windows and said "SHRDLUETAION\*\*\*!!°ZZZXXXXYYY-GDSOAB—you. Why don't you stay ashore where you belong?" But they also would have passed to port or starboard of him, and he'd have repaired his tiller line in due course of time and reached home with a fine story to tell.

So that's that.

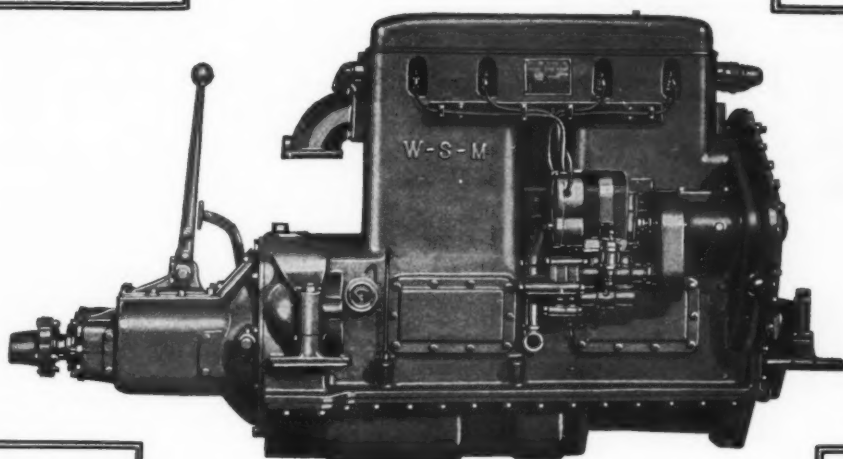
Now, some people who have boats to sell or axes to grind will tell you that motor boating is the safest sport in the world and would like to climb my frame for suggesting that the wind occasionally blows or a tiller line sometimes parts. But, being a peaceable soul, I haven't any argument with them if they will tell me what they mean when they emphasize the safety of motor boating. The sport is safer than flying, certainly; and safer than motoring if you can call that a sport. And from all I hear it's safer than point-to-

(Continued on page 102)

Sliding type of reverse gear that is simple, stronger, lighter and more durable than any other marine reverse gear.

Removable cylinder walls which can be replaced in case of a scored cylinder without moving the engine from its bed.

Overhead valves with all mechanism in detachable cylinder head which is easily removed for valve grinding.



Unit power plant with cylinder block and crank case cast integral, forming a rigid backbone for main bearings.

Swiveled three point support prevents strain on shaft from misalignment.

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**HIGH SPEED**  
48 to 60 H.P.  
1000 to 1400 R.P.M.  
Weight, 1350 lbs.

**MEDIUM DUTY**  
28 to 45 H.P.  
600 to 900 R.P.M.  
Weight, 1450 lbs.

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Same construction as famous Gray model "Z" used as standard equipment by over 100 boat builders, including Richardson and Elio. Built to use with separate reverse gear.

Write today for latest catalog  
**GRAY MARINE MOTOR CO.**  
8908 Lafayette Ave., East at Canton, Detroit, Mich.

## First Experiences and Others

(Continued from page 100)

point racing, or hunting lions with bow and arrow or swimming up Niagara Falls without water wings.

But I strongly resent the implication that it's safer than pingpong. If safety were the prime requisite of a sport, football would be barred from all colleges and polo mallets would be converted into croquet mallets. Fox hunting would be replaced by the game of hunt the handkerchief, and mountain climbers would do their stuff in the elevators of the Woolworth Building.

In fine, a sport is not a sport unless somewhere in the foreground or the background it embraces the element of risk. Of course, it must also contain another factor to combat the danger, and that factor is usually the skill or ingenuity of the person engaging in the sport.

There is risk aplenty in steeplechasing, but if it were a dead certainty that every rider in the English Grand National would break his neck while attempting a certain water jump, the race would never be run again. Many horses have been killed and many riders seriously injured at that jump (the name of which I forget); but the fact remains that for a good horse and a good rider and a fair break of luck the hazard is easily negotiable. Hence the Grand National is the premier event among English sportsmen.

The same in motorboating, but in a lesser degree because the danger is not that of steeplechasing. If you were to encounter a gale of wind every time you poked your bow out of harbor you'd pretty soon say to yourself, "Here, this is nothing but punishment. If I want to get wet hereafter I'll ride behind the tender of a locomotive when it's picking up water from a trough at sixty miles an hour, and if I want to get blown to pieces I'll stand behind an airplane propeller while the engine is warming up. Give me variety or count me out."

But those are not the conditions that you meet on the water, for variety is the very essence of yachting. Once in a while you will see a man who has just come back from an awful thrashing off some exposed point like Jude. He'll tell you about it and after you have patted your Adam's apple back in place and pushed your eyeballs into focus you'll commence to realize that he enjoyed it. But a member of the same club will tell you that he looked at the sky and read the signs and had too doggone much sense to go in it. . . . And that's where he gets his fun.

If the second man had been less weatherwise he also would have run the risk. If the first one hadn't had plenty of skill to overcome the risk he might have stayed out there and put the Government to the unpleasant necessity of collecting his estate tax.

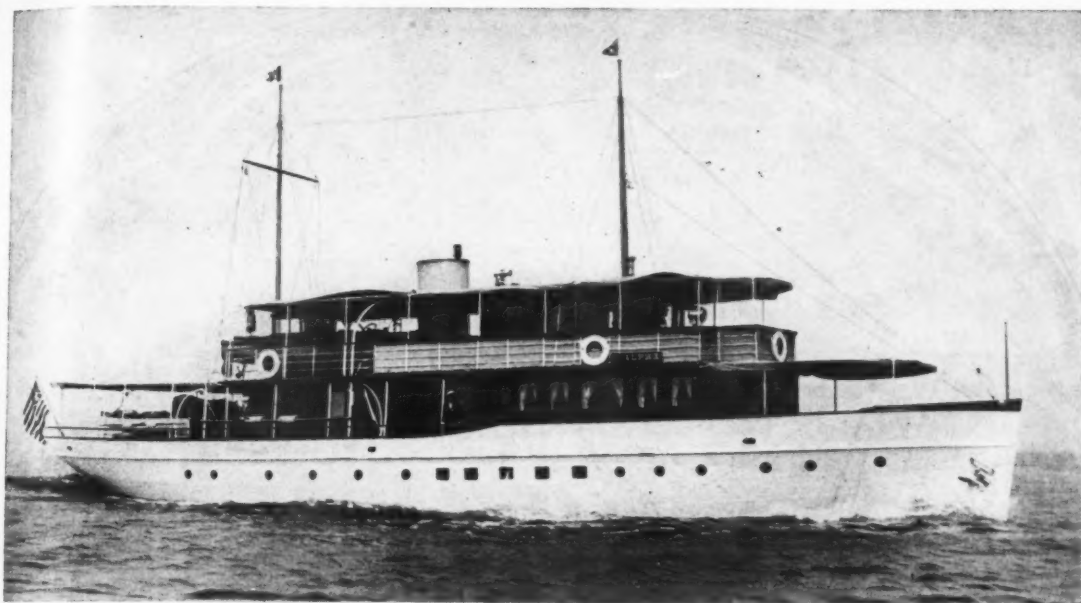
So let us be glad that the requisite spice has not been omitted from the sport of motor boating. And then rejoice that it contains so many elements which other sports lack. I am told that hunting for big game is one of the finest sports in the world, and many's the time I have spent an exciting evening looking at a couple of thousand snapshots and listening to a huntsman's yarn. Boiled down to magazine space it goes like this:

"So we took the night train to Higamdig, and at three of the second morning following reached there. Fine bracing fall morning with about six inches of snow on the ground—just enough to make the sleighing good. Our guide was only four hours late and when he got there we piled into his Ford and drove through the virgin forest for twenty-seven miles, arriving at camp at six that evening. Wonderful ride at that time of the year, with refreshing zero weather, and I tell you we had appetites for breakfast the next morning. All the moss you wanted to eat and Java as black as your hat. Wonderful! Well, after we got our guns cleaned up and our duds unpacked we hit the trail the next day and had a glorious tramp over the mountains. Ned shot Jim in the leg just as I was drawing a bead on my first moose, so we went back to camp where one of our gang who was a doctor was lying low because he had frosted his elbows. So the Doc fixed Jim up and the next morning the rest of us started out again. Covered about a thousand acres and four counties and at dusk I saw another moose. Oh, a big fellow! But he was a mile away and I could only get this picture of him. There, you see his tail at the edge of the print. The next day we started home again, and arrived in time to have Jim's legs amputated before he passed into the Great Beyond. Now this photo shows the guide frying the trout he caught last summer and saved for us, and here is Ned with a weasel skin, and there's the place where Jim was shot, and there's the camp at midnight, and that's a tree, and that's the other side of it—"

And oh my hat, don't you want to kill him?

(Continued on page 118)





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Designed by Henry J. Gielow, Inc.  
Built by Welin Boat and Davit Corp.

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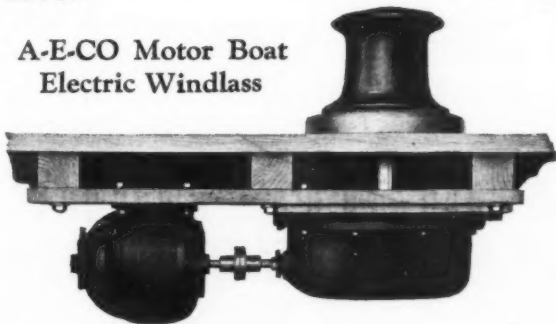
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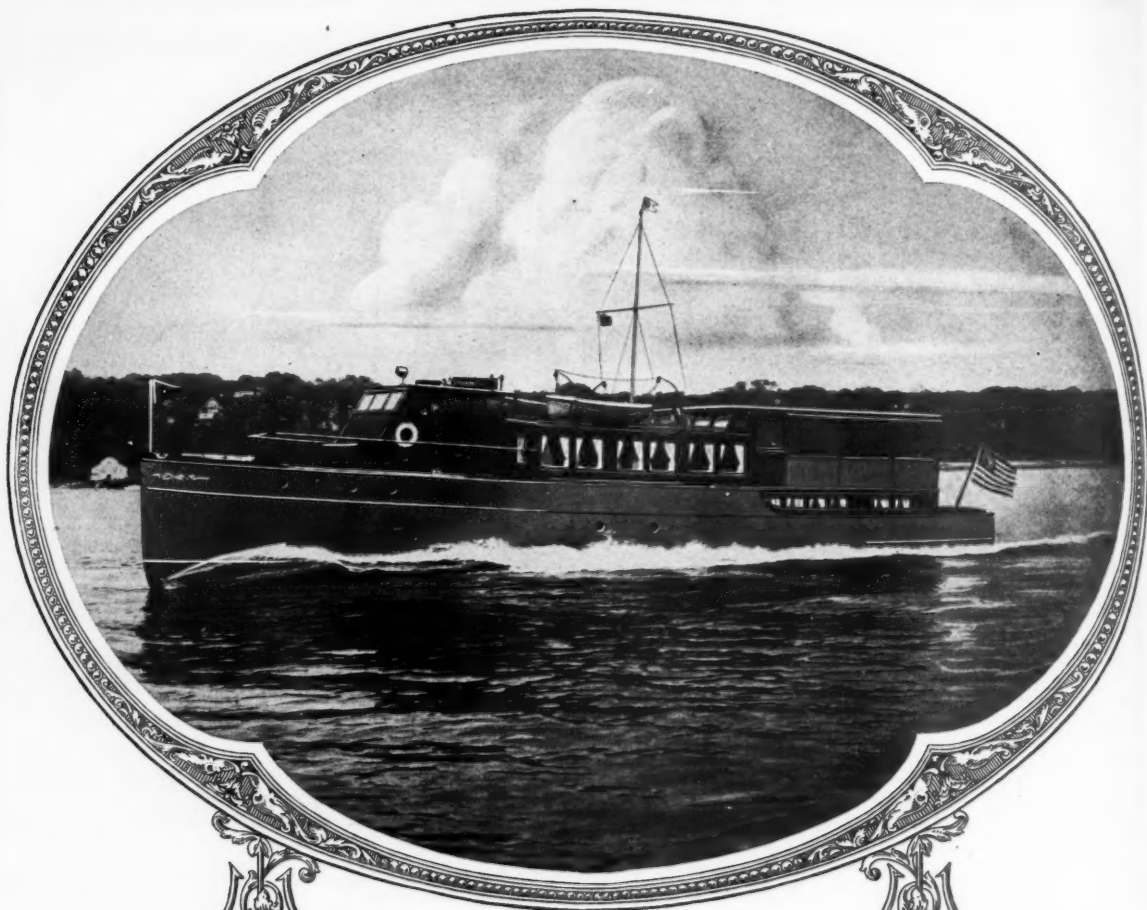
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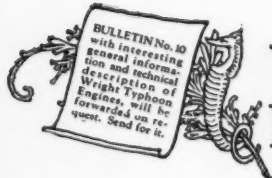


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The 1100 horse power thus produced gives this 80 ft. express cruiser a speed of 30 miles per hour. These 550 horse power Typhoon Engines weigh less than many marine engines of one-third their horse power.

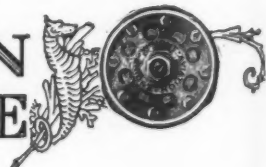
The "Zinganee II" is a powerful express cruiser, the outstanding characteristics being comfortable and commodious accommodations for owner and guests combined with this extremely high speed.

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THE LAST WORD IN  
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# Summary of Results

Louisville Regatta, Mississippi Valley Power Boat Association  
July 3, 4, 5, 1926, Louisville, Ky.

## 1 1/2 LITER Class. 5 MILES. 2 ROUNDS.

BuDDY.....By default.....	Date	First Round	Second Round	Elapsed Time
Phil Becker, Jr., Peoria, Ill.	Wins	Universal	Trophy	

## 151 CLASS. 5 MILES. 2 ROUNDS.

Points	Boat	Date	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.	Time Elap'd
400	Little Star	3	3:44	3:49	7:33		
	Waugh Bros., Peoria, Ill.	4	3:39	3:42	7:21		
200	General	3	3:47	3:48	7:35		
	H. J. & L. T. Barneson, Los Angeles	4	3:44	3:46	7:30		
75	Miss Louisville	3	4:21	4:23	8:44		
	Wm. C. Tapp, Louisville	4	4:23	4:11	8:43		
50	Midge II	3	4:00	4:01 1-5	8:01 1-5		
	Del Lord, Los Angeles	4	3:49	D.N.F.	D.N.F.		
41	Gee Whiz	3	4:30	4:26	8:56		
	Jones & Cooper	4	4:25	4:23	8:48		
36	See Me Go	3	4:31	4:24	8:55		
	R. N. Baker, Springfield, Ill.	4	4:32	4:27	8:59		
20	Syn II	3	DNS	DNS	DNS		
	Selby, Conover & Steinmetz, Pekin, Ill.	4	4:29	4:26	8:55		
14	Miss Peoria	3	4:41	4:28	9:09		
	R. H. Daniels, Peoria, Ill.	4	5:01	4:19	9:20		
	E M F	3	4:41 2-5	4:57 3-5	9:39		
	C. L. Cummins, Columbus, Ind.	4	4:47	4:36	9:23		
	Greased Lightning	3	5:45	4:33	11:18		
	Wm. McP. Bigelow, Easton, Md.	4	DNS	DNS	DNS		

Little Star made 40.816 m. p. h. average July 4th—new world record for class in competition.

## 215 CLASS. 5 MILES. 2 ROUNDS.

Points	Boat	Date	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.	Time Elap'd
300	General	3	3:47	3:47	7:34		
	L. T. & H. J. Barneson, Los Angeles	5	3:46	3:47	7:33		
300	Little Star	3	3:44	3:47	7:31		
	Waugh Bros., Peoria, Ill.	5	3:47	3:51	7:38		
75	P D Q VI	3	3:56	3:56	7:52		
	A. C. Strong, Evanston, Ill.	5	4:03	4:01	8:04		
66	Midge II	3	4:21	4:00	8:21		
	Del Lord, Los Angeles, Calif.	5	3:55	3:56 1-5	7:51 1-5		
45	The Bat	3	4:02	4:00	8:02		
	D. L. Reif, Cincinnati	5	4:04	4:07	8:11		
26	Miss Velie	3	4:25	4:21	8:46		
	Meals & Thede, Peoria, Ill.	5	4:15	4:17	8:32		
24	Miss Peoria	3	4:31	4:28	8:59		
	R. H. Daniels, Peoria, Ill.	5	4:13 2-5	4:12 3-5	8:26		
20	Bad News	3	4:08	4:10	8:13		
	Reed & Mulligan, Detroit, Mich.	5	DNS	DNS	DNS		
16	See Me Go	3	4:30	DNF	DNF		
	R. N. Baker, Springfield, Ill.	5	4:14	4:08	8:22		
12	Miss Louisville	3	4:26	4:22	8:48		
	Wm. C. Tapp, Louisville	5	DNS	DNS	DNS		
11	Gee Whiz	3	4:37	DNF	DNF		
	Jones & Cooper, Louisville	5	4:28	4:26	8:54		
8	E M F	3	4:44	4:46	9:30		
	C. L. Cummins, Columbus, Ind.	5	DNS	DNS	DNS		

Little Star averaged 39.991 m. p. h. on July 3—new world record 215 class in competition.

## 340 CLASS. 5 MILES. 2 ROUNDS.

Points	Boat	Date	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.	Time Elap'd
200	Ethel XI	3	3:41	3:46	7:27		
	R. H. Sumner, Jr., St. Petersburg, Fla.	4	3:22	D.N.F.	D.N.F.		
200	White Cap II	3	3:47	3:42	7:29		
	C. C. & J. T. Bucher, Peoria, Ill.	4	3:46	3:48	7:34		
200	General	3	3:48	3:46	7:34		
	H. J. & L. J. Barneson, Los Angeles	4	DNS	DNS	DNS		
50	Little Star	3	3:54	3:51	7:45		
	Waugh Bros., Peoria, Ill.	4	4:06	3:59	8:05		
50	Midge II	3	4:06	DNS	DNS		
	Del Lord, Los Angeles	4	4:20	3:57	8:17		
45	P D Q VI	3	4:02	3:56	7:58		
	A. C. Strong, Evanston, Ill.	4	4:08	4:05	8:13		
45	The Bat	3	4:11	4:14	8:25		
	D. L. Reif, Cincinnati	4	DNS	DNS	DNS		
	Miss Velie	3	4:18	4:18	8:36		
	Meals & Thede, Peoria	4	DNS	DNS	DNS		
	Gee Whiz	3	4:28	4:25	8:53		
	Jones & Cooper, Louisville	4	DNS	DNS	DNS		
	Miss Louisville	3	4:28	4:25	8:53		
	Wm. C. Tapp, Louisville	4	4:59	4:42	9:41		
	E M F	3	DNS	DNS	DNS		
	C. L. Cummins, Columbus, Ind.	4	4:59	4:42	9:41		

Ethel XI made 40.268 m. p. h. on July 3.  
White Cap II made 40.089 m. p. h. on July 4

## 510 CLASS. 10 MILES. 4 ROUNDS.

Points	Boat	Date	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.	Time Elap'd
400	Miss Houston IV, Frank H.	4	3:01	3:03	3:07 1-5	3:03 4-5	12:15
	Robertson, Houston, Tex.	5	3:10	3:15	3:24	3:28	13:17
200	Miss Kemah	4	3:03	3:03	3:05 2-5	3:04 3-5	12:16
	Henry Falk, Houston, Tex.	5	3:52	3:31	3:55	3:49	15:07
50	Ethel XI, R. N. Summers, Jr.	4	3:30	3:23	3:49	3:38	14:20
	St. Petersburg, Fla.	5	DNS	DNS	DNS	DNS	
50	Little Star	4	DNS	DNS	DNS	DNS	
	Waugh Bros., Peoria, Ill.	5	3:56	3:46	4:03	4:05	16:00
45	Iasco	4	3:57	3:56	3:55	3:56	15:44
	Dick Jones, Louisville	5	4:11	4:00	3:57	4:02	16:10
45	P D Q VI	4	4:01	4:19	4:41	5:39	18:40
	A. C. Strong, Evanston, Ill.	5	4:06	4:00	3:59	4:02	16:07
16	The Bat	4	DNS	DNS	DNS	DNS	
	D. L. Reif, Cincinnati	5	4:15	4:10	4:10	4:07	16:42
	White Cap	4	DNS	DNS	DNS	DNS	
	C. C. & J. L. Bucher, Peoria	5	DNF	DNF	DNF	DNF	

Miss Houston IV made 49.18 m.p.h. on July 4, new world's record for class in competition.

## 625 CLASS RUNABOUTS. 5 MILES. 2 ROUNDS.

200	Palm Beach Days	3:40	5:32 3-5	9:12 3-5
	A. H. Wagg & W. Bigelow, West Palm Beach, Fla.			

## 725 CLASS. 10 MILES. 4 ROUNDS.

Points	Boat	Date	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.	Time Elap'd
400	Dixie Baby	4	2:41	2:43	2:41	2:42	10:07
	L. A. Layne, Houston, Tex.	5	2:38	2:39	2:52	2:55	11:04
200	Helen M. IV	4	2:44	2:44	2:42	2:42	10:52
	J. A. Mitchell, Houston, Tex.	5	2:40	2:50	2:50	2:51	11:11
100	Pal O Mine	4	2:48	2:47	2:50	2:50	11:18
	Russel Dowers, Rising Sun, Ind.	5	2:50	2:50	2:51	2:53	11:24
25	Miss Houston IV	4	DNS	DNS	DNS	DNS	
	F. H. Robertson, Houston, Tex.	5	2:50	3:01	2:54	2:57	11:42
25	Fairplay	4	3:06	3:04	3:01	3:04	12:15
	Russel Dowers, Rising Sun, Ind.	5	DNS	DNS	DNS	DNS	
20	Miss St. Louis	4	DNS	DNS	DNS	DNS	
	Kastrop & Huellinghorst, St. Louis	5	2:58	2:59	2:48	2:58	11:53
20	Elanar	4	3:26	3:22	3:22	3:03	13:13
	Buckley & Frey, Madison, Wis.	5	3:16	DNF	DNF	DNF	
	Miss Charlevoix	4	DNS	DNS	DNS	DNS	
	M. Roy Brady, Charlevoix, Mich.	5	3:15	3:14	DNF	DNF	

Dixie Baby made 55.727 m.p.h. on July 4. On July 5 Dixie Baby made 54.217 m.p.h.

## CLASS-WEBB TROPHY. 15 MILES (5 Mile Course). 3 ROUNDS.

400	Hoosier Boy	4	5:00	5:04 3-5	6:17 2-5	16:22
	J. W. Whitlock, Rising Sun, Ind.	5	4:41	4:42	4:50	14:23
100	Helen M IV	4	DNS	DNS	DNS	
	J. A. Mitchell, Houston, Tex.	5	4:52	4:55	4:55	14:43
100	Kentucky Colonel	4	5:57	7:12	7:14	20:23
	J. C. Smith, Cincinnati	5	DNS	DNS	DNS	
50	Fairplay	4	DNS	DNS	DNS	
	Russel Dowers, Rising Sun, Ind.	5	5:31	5:27	5:26	16:24
50	Rum Runner	4	7:13	7:00	6:29	20:42
	F. T. Holliday, Indianapolis	5	DNS	DNS	DNS	
25	Miss Kemah	4	DNS	DNS	DNS	
	Henry Falk, Houston, Tex.	5	6:00	5:45	6:29	18:14
20	Palm Beach Days	4	DNS	DNS	DNS	
	Wagg & W. P. Bigelow	5	7:15	8:42	8:47	24:14
	Palm Beach, Fla.					
	Miss Cincinnati	4	5:07	DNF	DNF	
	J. F. Smith, Cincinnati	5	DNS	DNS	DNS	
	Pal O Mine	4	5:47	DNF	DNF	
	Russel Dowers, Rising Sun, Ind.	5	DNS	DNS	DNS	

Helen M IV made 61.224 m.p.h. on July 5, new world's record 725 class in competition.

Torment. Noah Graf, Ludlow, Ky., did not start  
Hoosier Boy made 55.046 m.p.h. on July 4, and 62.5 m.p.h. on July 5.

## OUTBOARDS—Class A. July 3. 2 1/2 Miles. 1 Round.

1	Jazz, Falls City Boat Works, Louisville	13:16-11:3 m. p. h.
	Johnson motor	
2	Meraco Racer, D. P. Wright, Valley City, Mo.	15:07
	Johnson Motor	
3	(No name) Foster Holt, Louisville, Ky.	16:04
	Johnson Motor	

## OUTBOARDS—Class B. July 4.

1	Bacteria, Eric Tinsley, Louisville, Ky.	7:54 2-5
	18.9 m.p.h., Lockwood-Ash Motor. New record Class B in competition (world).	
2	(No Name) M. E. Buffin, Louisville, Ky.	8:11
	Lockwood-Ash Motor.	
3	Meraco Flyer, D. P. Wright, Valley Park, Mo.	10:24
	Lockwood-Ash Motor.	

## OUTBOARDS—Class C. July 5.

1	Chastity II, C. S. MacLean, Glenview, Ky.	7:23
	20.32 m.p.h., new world's record Class C in competition	
	Johnson Big Six	
2	Bacteria, Eric Tinsley, Louisville, Ky.	7:37
	Lockwood-Ash Motor.	
3	Whizz, C. S. MacLean, Glenview, Ky.	8:02
	Johnson Six	
4	Modesty, C. S. MacLean, Glenview, Ky.	8:05
	Johnson Six	
5	O-4, M. E. Buffin, Louisville, Ky.	8:14
	Lockwood-Ash Motor.	

## OUTBOARDS—Baby Buzz Class. July 5.

1	Glenview, E. F. Stager, New Albany, Ind.	8:21
	18 m.p.h., Johnson Six.	
2	Baby, C. S. MacLean, Louisville, Ky.	8:52 1-5
	Johnson Six	

## CLASS—FREE FOR ALL RUNABOUTS. 5 MILES. 2 ROUNDS.

200	Palm Beach Days	3:14	3:13	6:27
	Alfred H. Wagg & W. P. Bigelow, Palm Beach, Fla.			
100	Bum	3:26	3:25	6:51
	J. B. Koehler, Cincinnati			

Rum Runner.....DNS  
F. T. Holliday, Indianapolis  
Palm Beach Days made 46.51 m.p.h., new Assn. record.

## CRUISER CLASS. 5 MILES. 1 ROUND.

200	Greyhound	10:30	11:13	21:43
	J. W. Whitlock, Rising Sun, Ind.			
100	Miss No Dae	12:45	14:00	26:45
	Ed. C. McHugh, Cincinnati			
50	Victoria	14:35	18:05	29:18
	Victor Moerer, Cincinnati			
	Greyhound made 13.9 m.p.h.			

## MILE TRIALS. JULY 4 and 5

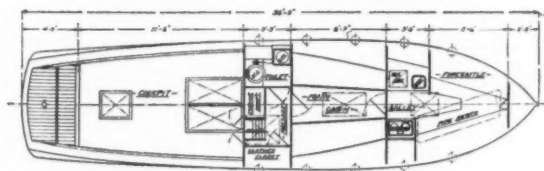
Name of Boat and Owner	M.p.h.
Whizz, Ralph Blue, South Bend (Johnson Motor Class C)	23.383
New world's straightaway record Class C	
Bacteria, P. A. Tanner, Jackson, Mich. (Lockwood Ash, Cl. B)	19.904
New world's straightaway record Class B	
PDQ VI, A. C. Strong, Evanston, Ill., 215 Hydro (2 runs)	38.036
Little Star, Waugh Bros., Peoria, Ill., (151 Hydro)	41.385
General H. J. & L. T. Barneson, Los Angeles (151 Hydro)	41.354
Midge II, Del Lord, Los Angeles (151 Hydro)	39.712
Miss Houston, Frank H. Robertson, Houston (510 Hydro)	53.432
New world's record straightaway Class 510 Laps	



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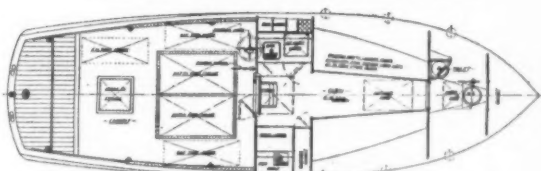


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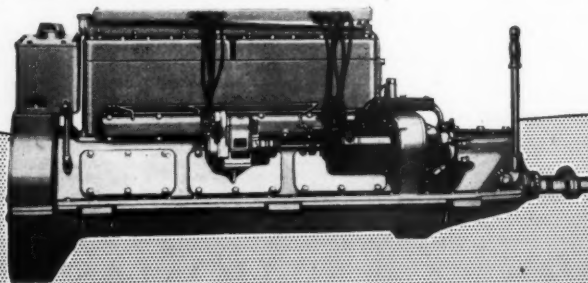
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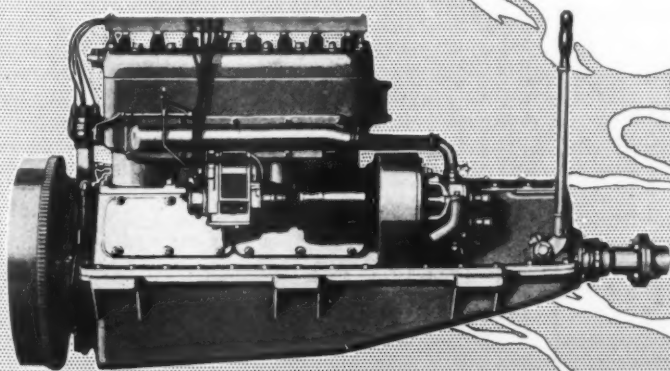
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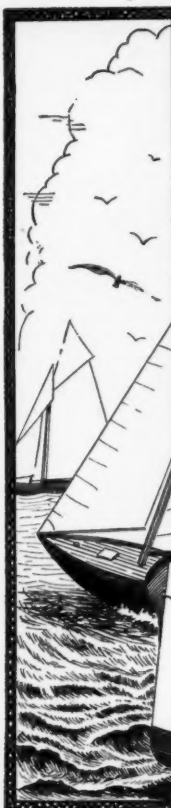
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## Records Fall at Louisville

(Continued from page 26)

by the way, were happily unmarred by serious mishaps to boats or boatmen. Competitive world's records were made by Little Star, in 151 (40.816 m.p.h.) and 215 (39.991 m.p.h.) classes; by Miss Houston IV in 510 class (49.18 m.p.h.); by Helen M IV; 725 class, when competing in free-for-all (61.224 m.p.h.); by Lockwood-Ash in class B outboards (189 m.p.h.) and by Johnson in class C outboards (20.32 m.p.h.) Straightaway world records were made by Miss Houston IV 510 class (53.432 m.p.h.) and by Johnson motor, class C outboards (23.383 m.p.h.) and by Lockwood-Ash motors, class B outboards (19.904 m.p.h.)

Class championships, decided by the usual M V P B A point system, various trophies and cash prizes, divided five ways (hitherto there had been only three money places), with each heat a race rewarded the winner. Boats were permitted to advance two classes above their own and class winner one additional class.

The championship of the 1½ liter class was awarded by default to Buddy, whose owner, Phil Becker, Jr., of Peoria thus became permanent possessor of the handsome trophy put up several years ago by the Universal Motor Co. for the three time winner of the event. Buddy had won the event easily at White Lake in 1925 and at Oshkosh, in 1924.

Of the very nearly 100 one hundred fifty-one class boats in the country that are registered in the Valley association, fifteen entered the Louisville lists. Of the fifteen Little Star, Peoria, Ills. (Waugh Bros. owners) was a shining light both by name and nature, winning both heats and the class championship. By her performance in the second heat (7:21 total elapsed time) Little Star becomes the temporary winner of the Elgin National trophy, which has been donated by the Elgin National Watch Company to go to the 151 class boat running the fastest heat during the year 1926. The trophy which is one of the most elaborate ever given in boating annals and much coveted by boatmen, was on display in Louisville previous to and during the regatta. By getting a speed of 40.816 m.p.h. out of Little Star in the second heat of this event Willard Waugh and J. H. Lemm, her crew, became the owners of the wrist watches which were put up by Gordon C. Gillies of Chicago, to go to the first team in the 151 class showing a speed of 40 miles per hour in competition.

General, L. T. and H. J. Barneson, Los Angeles, second in both heats, took second honors for the event, with Miss Louisville, Wm. C. Tapp, Louisville, third. Midge II (Del Lord) the other Los Angeles entry broke a shaft in the second lap of the second heat just when overtaking General. This is the first Valley event in which California boats, or in fact any boats from the west coast, have participated. "When I saw those two jobs run, I knew it would be mighty close competition, and I didn't think I could beat 'em," said Willard Waugh of Little Star, afterwards, and then went on to praise the sportsmanship of the westerners who had come so far.

Boat fans were sorry to see bad luck follow Lou Selby and Syn VII in the form of burned out bearings. The Pekin trio, Selby, Conover and Steinmetz, were long the champions of the class with the original Margaret III.

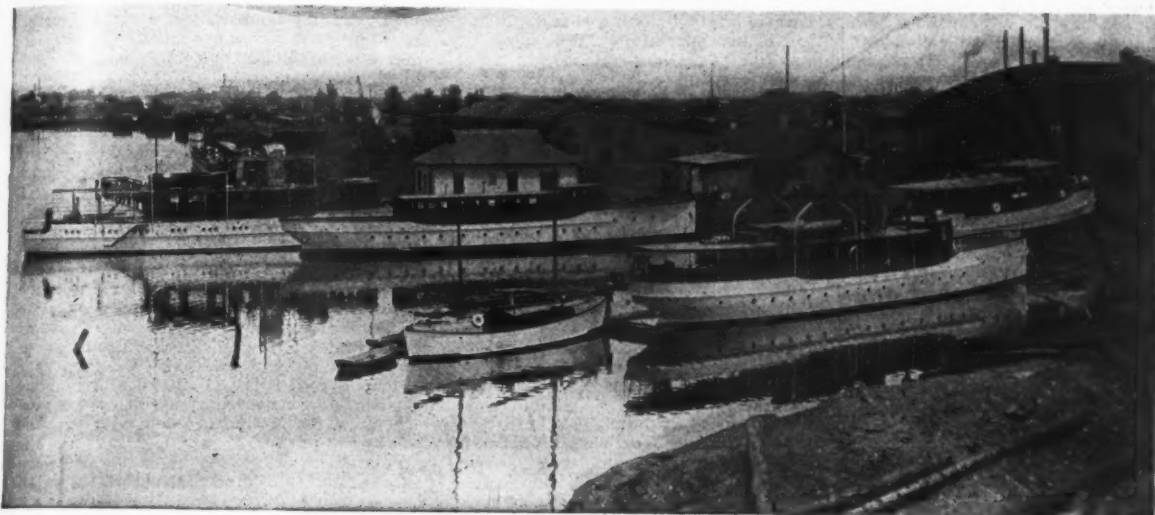
In the 215 class Little Star and General tied on points. General gaining the class championship by the slim lead of two seconds in total elapsed time for the event, Little Star, however, showed the fastest actual running time, making 39.991 m.p.h. in one heat to the General's 39.735 m.p.h. The Little Star's time is the new record for the class. PDQ VI a long-time champion of the class, and owned and driven by A. C. Strong of Evanston, Ills., placed third in the event.

It must have given Chas. P. Hanley, former owner and driver for Ethel XI a sorta funny feelin' to stand on the barge and watch while his old boat went by. Ethel XI is now owned by R. H. Sumner, Jr., of St. Petersburg, Fla., under whose guidance she successfully regained the class title long held by Hanley. Second place in the 340 class was taken by White Cap II, (C. C. and J. T. Bucher, Peoria, Ill.) while the doughty 151 trio, General, Little Star and Midge II climbed up another rung on the class ladder and placed third, fourth, and fifth respectively. "Just as I prophesied," said Old Timer, smiling a bit as he turned from watching the little fellows cross the line. "The little classes will wipe out all the intermediate ones some day. Just you wait. Just wait, that's all."

Up from Texas twelve hundred long miles away came a delegation of nigh thirty Houstonites to give the support of their presence to the crews of the four Houston boats entered in the regatta. Back to the Lone Star State the vic-

(Continued on page 114)

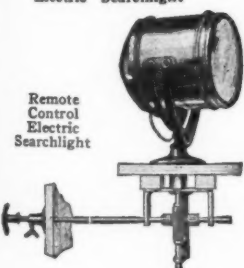
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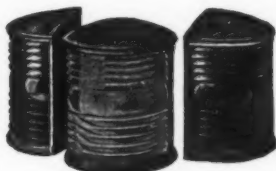
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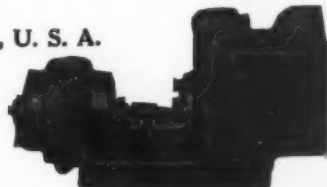
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# Great Britain Wins Trophy

(Continued from page 48)

load but couldn't tie up or use any of the supplies during the race. We asked to speak with someone in authority but no such person was on board.

The 5 minute gun was fired and all the boats were running around the river which is very narrow at this point. There was also a collection of patrol boats, spectator's craft, barges, tugs etc. running around so one could hardly tell which boats were to race. The spectators and patrol boats were all over the starting line and kicking up an awful swell. It would be impossible to make a good start with safety. We ran over to the pontoons and asked an official if he could not clear the course or have the spectator's boats run slow. He replied, "Sorry Sir, it can't be done, it's a public river and everyone may do as he pleases." I thanked him and went out to start.

The starting gun went off and Sigrid IV made a beautiful start. How she did it, I don't know as the river was an awful mess of craft running every way. I got Little Shadow over second, a few seconds after the gun. Now, as I had never been over the entire course previous to the race, and as the turning buoys were not put out until just before the start, Mr. Lyon and myself decided we would take the first lap rather slowly, giving our engines time to warm up properly and follow the leaders who would show us the course. So I started out at 5,000 revolutions per minute which should give me a speed of about 40 miles per hour which is about the best of the other boats. I knew Commodore Greening would be late in getting started as there wasn't room for him to get planing, due to the confusion around the starting line. Besides the pleasure and commercial boats which were scattered over the course, there were dozens of rowing crews with their coaching launches. These paid little or no attention to the race in progress and made the steering of any kind of a straight course impossible. But even as much of a handicap as these various craft on the course were, it was immaterial compared with the floating drift in the course. It was possible to keep clear of the boats and crews by a little dodging here and there but we realized that the floating objects in the water might be very dangerous. While we naturally kept a good watch to prevent hitting anything we might see ahead, this didn't help much as the objects were fairly small, and were nearly all floating partly submerged. The steamers and tugs on the course appeared to stir up the river bottom with the result that pieces of wood and small branches would suddenly come to the surface ahead and no amount of dodging would keep clear of them.

After the first 200 yards, Newg and Bull Dog passed Little Shadow but I still kept the throttle set at the 5,000 revolutions per minute mark as pre-arranged for the first lap. The speed at which these two boats passed me was not startling, and showed that Little Shadow had the expected speed. In another minute Rainbow V went thundering by at a much greater speed than either Bull Dog or Newg. As Rainbow V and Little Shadow were of about the same speed, this again emphasized that the leaders at the time were not dangerously fast.

We rounded the first turn close astern of the four leaders and due to the turning qualities of Little Shadow, gained many seconds on all of them. Running at 5,000 revolutions per minute, I was easily gaining on the German entry, Sigrid IV. Coming down the river I appeared to be holding my own on all the boats with the possible exceptions of Rainbow V which was going like a scared locomotive although she had lost nearly a minute making the first turn. Just as I reached the first lower turn which marked the end of the first lap, Sigrid IV was perhaps 200 yards ahead, I opened up to 6,000 and cut inside of Sigrid at the turn and was well on my course up the river before Sigrid got around. This was the first time I had let out Little Shadow to her full capacity and I was immensely pleased with her action. There was still over 30 miles to go and I had nothing to fear except Rainbow and I counted beating her due to her poor turning.

All during the first lap the drift wood was awful, not to mention several tows on the course. Many times a piece of drift wood would show up a few feet ahead and I'd hold my breath for fear it meant the end of Little Shadow's career but so far all was well.

Going up the river the second time the motor was turning 5,500 and none of the other five boats astern were in sight. The leaders were gaining nothing. I had reached a point about a half mile from the next turn when bang went something against my propeller. Little Shadow took a sharp

list to port and went around 180 degrees heading directly down the course in what seemed like a second's time. The inevitable had happened—driftwood. I cut the revolutions down to a thousand. The boat quivered like a falling leaf but I put her about again and heaved for the turning mark. But it was no use. The propeller must have been bent at a right angle and it felt as though one blade was backing water. I opened the throttle and tried various r.p.m.'s. from 1,000 to 5,000 but the boat refused to respond. Above 3,000 r.p.m. the boat speed dropped to almost nothing. I found a point at about 2,800 where the speed seemed to be the best. I should say between 15 and 20 miles per hour.

The rules provide that a boat must finish within an hour of the winner to be eligible to start in the next race. I still had 25 miles to go to finish the 36 miles. I knew there wasn't a chance but kept going lap by lap at 15 miles an hour. But the Committee didn't wait for me to finish, they went home or somewhere. I completed nearly 5 laps within the hour when a passing spectator's boat megaphoned to me that the Committee had gone home and it would be useless for me to finish, as my time was not being taken. Little Shadow had come 3,000 miles to hit a piece of drift which put her out of commission which was no fault of ours. As soon as I got ashore I looked up one of the Committee, told him the circumstances and asked for permission to run in the next heat which was scheduled for Monday. I told him I would gladly run for exhibition purposes only and not for the trophy. His only reply was, "Sorry, old man, it will be impossible to get the Committee together before Monday. You know Duke so and so, and Lord so and so, are on the Committee and would have to vote on the question and it wouldn't be right to bother these men."

So that's the story of Little Shadow's trip to England to race for the Duke of York Trophy. We took the boat back to the boat yard, hauled her out and found all blades of the propeller badly damaged. Nothing else was injured. We put on a new propeller and were running again as good as ever.

The story of Shadow's career in the race is not much different than the experiences of the other boats. Howard Lyon in Dixie Flyer hit a piece of drift and damaged his propeller when he was going to the starting line. The damage was not as severe as that to Little Shadow and he was able to finish within the time limit. Even at that he finished in third place.

Rainbow V, near the end of the second lap, cut a floating tree completely in half and withdrew due to the shock to the motor. The other boats, except Newg, Sigrid IV and Bull Dog hit objects and withdrew one by one. One French boat was overturned by the swell of a passing excursion boat but her propeller when she came in, looked more like a buzz saw than a propeller. It must have had 20 nicks in it.

Only four boats, Newg, Dixie Flyer, Sigrid IV and Bull Dog were eligible to start in the second heat. Dixie Flyer led until the end of the first round when she withdrew due to the ignition cable burning. Sigrid IV finished first and Newg the winner of the first heat came in last due to engine trouble. Bull Dog also had engine trouble and withdrew.

The third heat on the following day was between Newg and Sigrid IV. Sigrid IV lasted one round when she broke a connecting rod. Newg got a rope around her propeller, reducing her speed to 14 knots but as she was the only boat running was able to continue and finish. Thus the Trophy remains in Great Britain for another year.

Much credit should go to the American and Canadian sportsmen, Commodore Greening, Carl G. Fisher and D. P. Davis for their efforts to revive International motor boat racing. They spent much time and money and built craft which were a credit to any nation but conditions entirely beyond their control made winning an impossibility. If another contest is ever held, it is hoped that the course will not be on the Thames at London. Let us add in conclusion that the English Committee did all in its power to make conditions right but it was a physical impossibility. They preferred to give the public a show and lost a chance to give the sport the greatest boost it has ever had in England. As it was, it was the first motor boat race in history in which boats from five countries competed. The Americans and Canadians will always be ready to meet the best boats from any nation and it is hoped that the cordial relations which have been established by this race in England will be continued and that boats from England, France, Germany and elsewhere will soon be seen racing in American Regattas.

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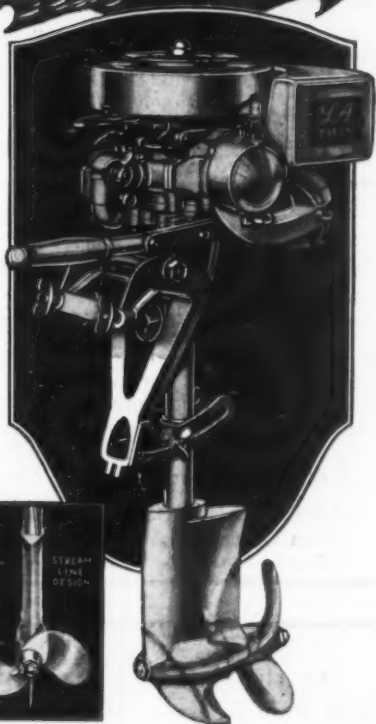
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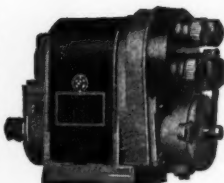
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## Records Fall at Louisville

(Continued from page 110)

torious Texans trekked, bearing with them the championship of the 510 class, the competitive and straightaway world records in that class the championship of the 725 class; the competitive world's record in that class; a large slice of the prize money; the presidency of the Association; the possibility of securing the regatta for their home town next year and a big place in the hearts of the Valley crowds. You steamboaters— isn't the Texas deck the top of the heap? Well named, eh? With the exception of Frank H. Robertson's boat—Miss Houston IV—the Texas speedsters were new comers in the Valley fields. Miss Houston won the championship of the 510 class and made world records in competition and in straightaway runs. Miss Kemah (Henry Falk, Houston, Tex.) placed second in the 510, with Ethel XI third, the still scintillating Little Star fourth and Jasco (Dick Jones, Louisville) fifth.

In the 725 class Dixie Baby, (L. A. Layne, Houston), ran away with class honors, with Helen M. IV, (J. A. Mitchell, Houston), second; Pal-O-Mine (Russell Dowers, Rising Sun, Ind.) Miss Houston IV, fourth, and Fairplay (Russell Dowers, Rising Sun, Ind.), fifth. Runners-up were Miss St. Louis, Kastrup and Huellinghorst, St. Louis, Mo.), Elanar (Buckley and Frey, Madison, Wis.), and Miss Charlevoix (Roy Brady, Charlevoix, Mich.).

M. V. P. B. A. fans grown used in the last few seasons to feminine figures at the wheel, were a bit disappointed, that only one member of the fair sex participated in the racing this year. Mrs. Brady put the reverse on the usual procedure of the boat women in the Valley and minded the engine while her husband whirled the wheel on Miss Charlevoix.

"Y'know I'd like to have Whitlock's name go on the trophy this year—fine fellow Whitlock," said Tom Webb of Peoria, Ills., a week or so before the regatta. Tom, known and beloved by all the veterans of the game and donor of the Webb trophy, a perpetual cup bestowed for honors in the free-for-all event, and a cup that every Valley boatman craves to cop. Tom got his wish, for when the big silver trophy goes to the jeweler to have the name of the 1926 championship added to the list already thereon engraved, his fingers will trace the words; "Hoosier Boy, J. W. Whitlock, Rising Sun, Ind."

J. W. Whitlock, Rising Sun, Ind.—an indisputable reputation of the well-worn remark as to a prophet being without honor in his own land. Furthermore, when he fares forth to collect new honors his land, or at least a goodly share of the population thereof goes along to cheer him on. One hundred and eighteen Rising Sunners came along to Louisville, floating down the Ohio in a sort of modern ark-effect, a covered over barge, towed by Greyhound, the Whitlock cruiser, escorted by the Hoosier Girl, the Whitlock runabout, and with the Hoosier Boy himself as advance guard—a family fleet. And with it came the Dowers' 725 boats Pal-O-Mine and Fairplay, also backed by the Rising Sunners.

This was a new Hoosier Boy, built in three weeks, to exactly the same plans as the old one—the one that made the astounding long distance run from Cincinnati to Louisville and return—267 miles in 269 minutes. It is powered with a single Liberty and is so sweet a running boat as to make a real boat lover's heart bump a bit with the beauty of it. An early morning ride, up the Ohio in the Hoosier Boy, although guaranteed to give you your setting up (and down) exercises and morning shower bath all in one, is the best way to start a day, we have found yet. All the world is waiting for the sun rise and here you are beating the world to it and riding right into it—thrilling to the joy of it, but wake up, wake up—it's a race story you are writing, not a pleasure tour.

The time sheets show 62.5 m.p.h. for Hoosier Boy in competition on July 5, which although a fairish speed, as even the most blase will admit, still does not come up to the world's record of 64.5 m.p.h. held by W. D. Foreman of Chicago, with Fore, and made at Cincinnati in September, '24. And by the way, it was right after that race at Cincinnati when the old Hoosier Boy had just defeated Fore for the Ohio river valley honors that we heard Mr. Whitlock express his determination to retire from the game, and wondered whether he would and recorded that wonder in the October issue of MoToR Boating. After the race at Louisville, we heard him express the same determination over again. Again we wonder and record our wonder in MoToR Boating. But we don't wonder quite so much, we almost know.

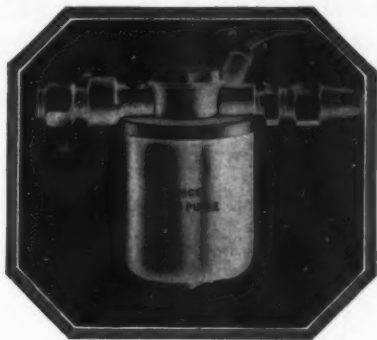
In the second heat of this free-for-all Helen M., which placed second for the whole event came forth with an astonishing burst of speed, breaking all competitive records for 725 and 1,100 class hydros, at 61.224 m.p.h. Helen M. is a

(Continued on page 118)



## STANDARD EQUIPMENT

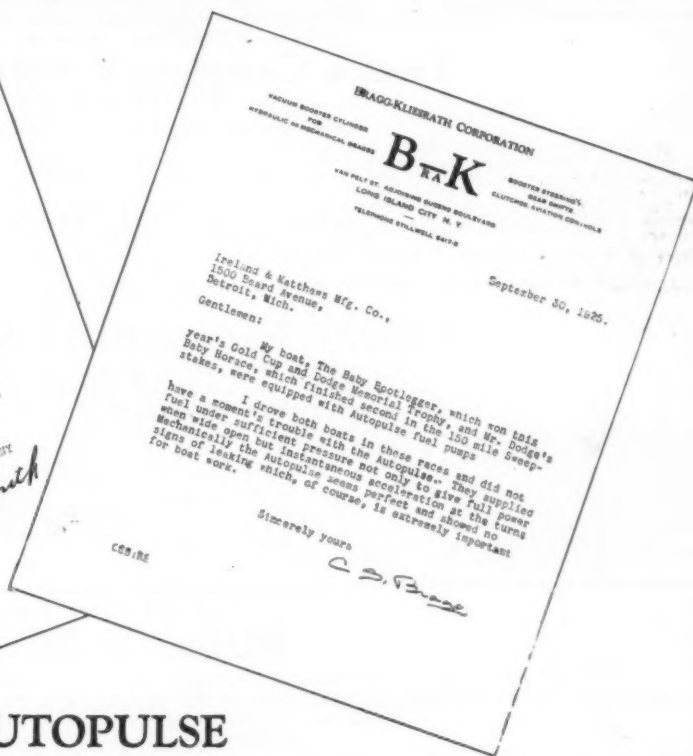
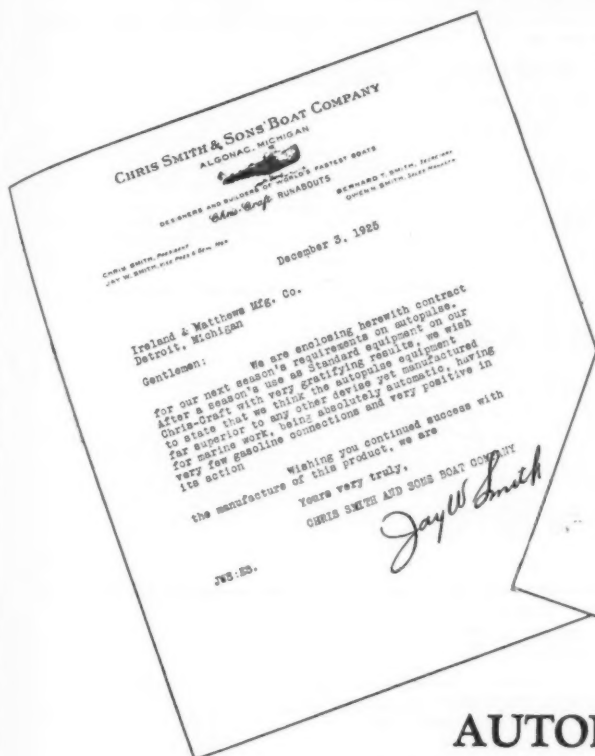
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Scripps Motor Co.  
Ditchburn Boats, Ltd.  
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**THE BEST HOW TO BUILD SERIES EVER PUBLISHED**  
 See Complete List of Plans of All Boats in Ideal Series on Pages 6 and 7

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This volume describes in detail how to design a motor boat. It also contains complete plans of 30 Cruisers, Runabouts and Auxiliaries. The plans include lines, table of offsets, interior plans, profiles, construction details, etc. There is no book published at the present time which describes in everyday language the details of designing a boat according to your own tastes. The plans of Ideal Cruisers, Runabouts and Auxiliaries are complete in every particular. They include the best of the plans published in MoToR BoatinG during the past several years. The plans include boats of from 20 feet in length up to 40 feet. The drawings are all to scale and large size.

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Plans and specifications of the following boats are included: Edith, a 15-foot runabout; Jane, an 18-foot runabout; Katherine, a 38-foot cruiser; Dorothy, a 25-foot runabout; Zenith, a 25-foot cruiser; Cyclone, a 36-foot auxiliary; Eclipse, a 40-foot express cruiser; Magnet, a 28-foot cruiser; Toronado, a 45-foot auxiliary schooner; Broncho, a 29-foot cruising runabout; Shark, a 21-foot utility runabout; Claire, a 36-foot express cruiser.

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A New Book of Small-Boat Plans and How to Build Them

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Read the contents: Chum, a 16-foot Motor and Sail Craft; a 9-foot Easy-to-Build Dinghy; Nomad, a 34-foot Cruiser; a 9-foot Sharpie; Porpoise, a 20-foot Auxiliary Cat Boat; Kingfisher, a 14-foot Fishing Skiff; Shrimp, a 25-foot Hampton Boat; Flattie, a 16-foot Utility Boat; Dolphin, a 34-foot Tunnel Stern Cruiser; a 9-foot Dory; an 8-foot V-Bottom Tender; Penguin, a 25-foot Auxiliary Sloop; Sea Gull, a 41-foot Auxiliary Schooner; Whale, a 20-foot Cruiser that's a Real Cruiser; Tarpon, a 29-foot Raised Deck Cruiser; Alligator, a 28-foot Tunnel Stern Cruiser, a boat that will run in water little deeper than a heavy dew, and Mud Turtle, a 36-foot Stern Wheel Motor Boat. Rookie, a 20-foot Auxiliary Sloop; Nautilus, a 40-foot Tunnel Stern House Boat; Victory II, the Cruising Champion; Complete Bills of Material for Building.

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## BUILD A BOAT

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America's foremost designers of small and practical motor craft

MoToR BoatinG's Build a Boat Series

**M**ANY of the plans are accompanied by large detail blue prints, 12"x22", giving measurements and dimensions, all accurately drawn and reproduced exactly to scale. The descriptions of the boats as well as the drawings are complete in every particular with full specifications and directions for building.

All of the boats are simple in design and construction and can readily be built by any amateur who is handy with tools. And still they are real motor boats, designed by the country's most successful small boat architects, combining attractive lines with seaworthiness, speed, safety and sturdiness.

For those desiring to have a professional builder construct their boat for them this book of plans may be used in place of employing a naval architect, thus saving several hundred dollars in fees. Every one of these boats was designed especially for MoToR BoatinG on specifications drawn up by our editors to meet the distinct requirements of different classes of motor boat owners. They represent the best and most up-to-date types of boats in use today.

A summary of the boats, complete plans of which appear in this book, is as follows:

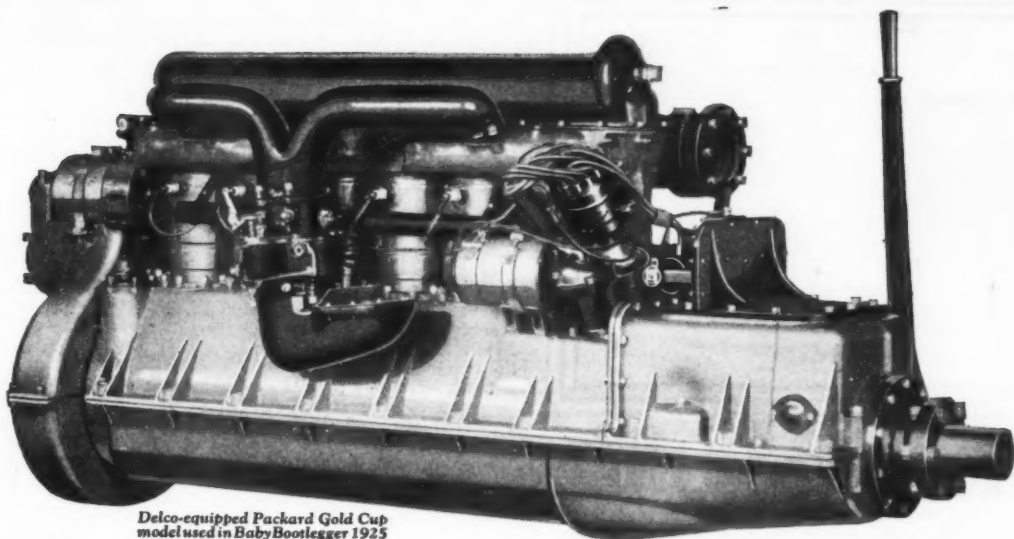
A 12-foot dinghy for outboard motor.	Priscilla—21-foot 6 inch monoplane—125 horsepower, speed 45 miles.
Buster—12-foot sailing dinghy—auxiliary outboard motor.	Miss Victory—22-foot hydroplane—Up to 300 horsepower, speed 60 miles.
Smarty—14-foot utility boat—auxiliary outboard motor.	Suzette—22-foot runabout, 4 cylinder, speed 23 miles.
Marybelle—14-foot runabout—4 horsepower, speed 8 miles.	Fleetfoot—22-foot runabout—20 horsepower, speed 15 miles.
Lorraine—16-foot runabout—25 horsepower, speed 30 miles.	Chiquita—23 1/2-foot knockabout—50 horsepower, speed 20 miles.
Miss Mississippi—17-foot hydroplane—25 horsepower, speed 32 miles.	Dolores—24-foot knockabout—8 horsepower, speed 7 miles.
Anita—17-foot runabout—4 horsepower, speed 8 miles.	White Cap—25-foot runabout—6 cylinder, speed 23 miles.
Flapper—18-foot runabout—4 cylinder, 20 horsepower, speed 14 miles.	Ponset—25-foot cruiser—10 horsepower, speed 8 miles.
Imp—18-foot runabout, 12 horsepower, speed 11 miles.	Miss A. P. B. A.—26-foot runabout—125 horsepower, speed 40 miles.
France—18-foot catboat—auxiliary outboard motor.	Irene—28-foot speedabout—4 cylinder, speed 22 miles.
Gladys—20-foot runabout—20 horsepower, speed 15 miles.	Margie—31-foot cruiser—20 to 50 horsepower, speed 10 to 15 miles.
Grace—20-foot Cape Cod cat—auxiliary outboard motor.	Ruth—33-foot fishing cruiser—35 horsepower, speed 12 miles.
	Florence—37-foot cruiser—100 horsepower, 4 cylinder, speed 18 miles.

**Price of this new book of plans (including blue prints) Build A Boat..... \$3.00**

**Price of all five books of Ideal Series (Vols. 1-5) if ordered together \$8.00**

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Advertising Index will be found on page 166



Delco-equipped Packard Gold Cup  
model used in Baby Bootlegger 1925

In 1925, the Delco-equipped, Packard-engined craft won the most coveted speedboat laurels of America.

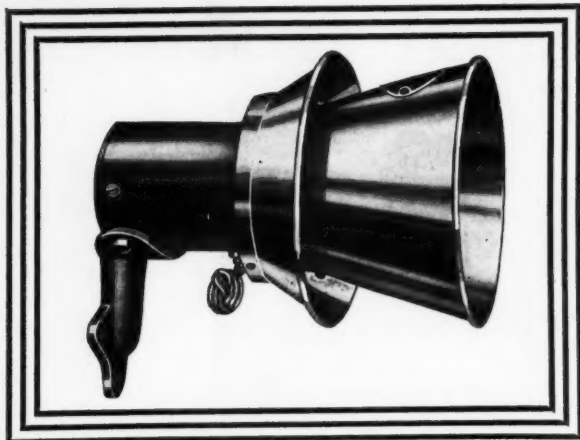
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When do you want your boat in which you have so much pride, to be like a dozen others in the harbor? You will find that those who do not want the commonplace—who do not want even signals of their craft to be like everyone's else—are changing to the **NEW Federal Siren**.

Distinctive—wildly so. Powerful—its radius of audibility is measured in miles. Penetration—nothing, noise—whistle—gong or bell, can blot out its mighty transcending scream. It cuts fog. Meets all legal requirements. Can be mounted vertically or horizontally.

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City ..... State ..... (MB-8)

Advertising Index will be found on page 166

## Records Fall at Louisville

(Continued from page 114)

new boat and the performance is the more creditable as she had scarcely had a try out before the regatta. Her owner, J. A. Mitchell of Houston was jubilant. Kentucky Colonel (J. C. Smith, Cincinnati) finished third in the event; Fair-play fourth and Rum Runner, a runabout of the sweepstakes class, (F. T. Holliday, Indianapolis) owner and driver, fifth. Miss Kemah came into the money in one heat as did also Palm Beach Days, a 625 class runabout (Alfred H. Wagg and W. P. Bigelow).

Palm Beach Days, a Gold cup runabout entered in the 625 class for runabouts had no competition and ran the course in slow time to take the honors and the handicap trophy provided.

In the free for all runabout event Palm Beach Days led the field of three entries, Bum (J. B. Koehler, Cincinnati) scoring second and Rum Runner third. In this event Palm Beach Days made 46.51 m.p.h. a new Association mark for the class.

J. W. Whitlock took the cruiser event with his Greyhound, followed by Miss No Dae, (E. C. McHugh, Cincinnati), in second place and Victoria, (Victoria Moeser, Cincinnati), third.

Johnson and Lockwood-Ash powered outboards divided honors in the three classes for outboards, setting up new world records in both competitive and straightaway trials as previously mentioned. Results of all events will be found in the summaries following.

J. W. Sackrider of Chicago, officiated in his customary capacity as starter, with Chas. P. Hanley, Muscatine, Ia., as aide. Gerald T. White, New York, Gordon C. Gillies, Chicago, and A. W. Dunham, Oshkosh, officiated as timers and Wm. Katzenberger of Newport, Armin Tissot of the same city, A. T. Griffith of Peoria and Chas. H. Hall of New York served as scorers, while R. H. Daniels of Peoria and Leroy Cook of Chicago prepared the fields for the starters. Armin Tissot had been named as temporary treasurer in the absence of R. A. Maples, and was assisted by Bradford Kreis of Cincinnati in that work.

Judges included J. W. Dixon, Burlington, Iowa; Henry Falk, Houston, Tex.; D. B. G. Rose, Theo Mueller, A. M. Lewin, of Cincinnati; James E. Howard, of Jeffersonville. Clifton Gilbert was in charge of the outboard events.

President R. H. Daniels presided over the annual meeting of the M. V. P. B. A. held at Rose Island the evening of July 3. Commodore J. W. Dixon, of Burlington, Iowa, past president, and present dean of the board of directors, who has nominated all but one or two of the 19 past presidents, placed the name of Henry Falk of Houston, Tex., in nomination for head of the organization for 1926. Commodore Falk's unanimous election followed. A. W. Dunham was elected vice-president to succeed Henry Falk; A. T. Griffith and R. A. Maples were retained in their positions as secretary and treasurer respectively. The board of directors were re-elected for another year, the retiring president taking the place of A. W. Dunham. Other board members are: L. E. Selby, Pekin, Ills., G. T. White, New York; Fred W. Schram, Milwaukee; J. W. Dixon, Burlington, Iowa; A. H. Wagg, of Palm Beach, Florida; Armin Tissot, Newport, Ky.

The annual reports showed that President Daniels' administration had been a most successful one, with fifteen new clubs added to the roster.

The regatta was under the auspices of the Louisville Power Boat Association, of which Theo. Mueller, D. B. G. Rose, Foster H. Embry, A. H. Bowman, James Howard and Chas. D. Rayans were leaders.

And what about next year? Where will the regatta be then? At the annual meeting an invitation was received from Houston, Texas. Delegates sneaked despairing glances at the high geared heat indicator; gave thanks to the bearer of the invitation and passed the buck to the board of directors. A second invitation, this time from Norfolk, Va.—the delegates felt of their wilted collars, and sunburned shoulders, politely thanked the bearer of the invitation and passed the buck to the board of directors. Had an invitation come from Labrador—Ah—had it come! But it didn't! So next year? Time will tell.

### First Experiences and Others

(Continued from page 102)

But with your motor boat—it doesn't make much difference what the size is—you hop in and shove off and enjoy yourself while you're on the way; and carry your chow with you and a roof over your head and a soft bunk to lie in; and run no risk of being bumped off by some mighty Nimrod, and feel pepped up at the thought that the risks you do run can be balanced by your own skill....and come home with as many moose antlers as if you'd spent a week going to Higamagid and back.



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**Water-Pal**  
20 FOOT RUNABOUT

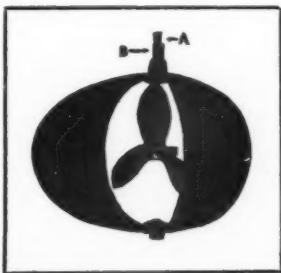


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28-FOOT CRUISER

## Why these Runabouts and Cruisers are Favorites —

**S**UCH popularity is deserved! To become favorites of America's waterways, boats *must* have exclusive features of quality. WATER PAL and WATER KING are "Sound" craft—worthy of the high standing of the builders.

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We are the first manufacturers of runabouts and cruisers to adopt the McNAB MANEUVERING RUDDER as standard equipment. This marvelous invention gives revolutionary performance—steers, brakes, maneuvers and reverses all without touching motor control; *simply touch the tiller*. Equipping WATER PAL and WATER KING with the McNab Rudder has developed 100 per cent efficiency and simplicity in the handling and maneuvering of these boats.

WATER PAL and WATER KING are the *best* boats obtainable at the price—"Sound" in design, "Sound" in materials, "Sound" in workmanship. Descriptive literature and prices on request.

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**KUHLS' ELASTIC SEAM COMPOSITION** is the standard material for filling the deck seams of motor boats, yachts and steamships. It is widely used by motor boat, yacht and shipbuilders and the U. S. Government.

Kuhls' is the most satisfactory and durable filler you can use for deck seams and Kuhls' Elastic Glazing Composition for the top, side and bottom seams. Kuhls' Elastic Seam Composition sets semi-hard but never gets brittle. It adheres closely to the sides of the seams, and retains all its original elasticity through many years of hard service. It insures a waterproof deck always.

Extremes of weather and temperature have no effect on Elastic Seam Composition. Its elasticity causes it to give with the twisting and bending of the hull and to compensate for the swelling and shrinking of the planking.

Five colors—White, Gray, Yellow, Black and Mahogany

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Elastic Flat Yacht White      Elastic Gloss Yacht White  
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### An Absolutely Reliable Gear

is a big factor in the satisfaction you derive from your motor boat. And absolute reliability means nothing less than a Johnson Gear.



Made in six sizes,  
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Haven't you had enough annoyance with those run-down batteries—those smelly oil lamps? Don't go through another season that way—end the agony once and for all by installing HOMELITE.

The only suitable light plant for boats under 60 feet in length.

The light plant that is 100% dependable.

The light plant that is in use all over the world because it makes good and is good!

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\$225 Generator Ignition  
\$240 Magneto Ignition  
Complete and ready to run

## Interesting the Public

(Continued from page 40)

Any of these stunts, or there are a host of others which can be thought up and suitable to the occasion, are bound to catch the public's interest and tickle their sense of humor. Get them aboard some of the boats, let them participate, let them win a prize, make them see and feel the necessity of doing it over again, and then you will find your community a boat-loving and boat-owning town.

Try it and see.

V. L. S., Wilmington, Del.

## Cross-Country Relay Race

A NOVEL and very interesting Stunt Race which will interest both the experienced motor-boatman and the landlubber, and in which the non-boat-owning members of the club, as well as the general public, may participate, is what might be termed the Cross-country Motor Boat Relay.

This race requires quite a little preparation and some drilling of the participants, but the increased interest which the race creates in motor boating as a real sport makes it well worth while. Many of the details of the race will have to be varied to meet the local conditions surrounding each yacht club, but the main idea involved will apply to most any part of our coast or inland waters.

The following plan as elaborated may be simplified or altered to suit the amount of time available for the race or the number of the contestants entered therein.

Two or more couriers are chosen and the race starts at the club house when the couriers are presented each with a sealed envelope containing secret instructions. Each courier then embarks upon a motor boat assigned to him and when the boat is under way he is at liberty to open and read his instructions. They will direct him to proceed by motor boat to a designated point of landing over a prescribed course. Upon reaching the landing the courier is instructed to proceed by automobile, there waiting for him to another point of embarkation as illustrated in the accompanying sketch. Here he takes up the race by water in another motor boat to another point of landing over another definitely prescribed course.

At this point his instructions may order him to walk to another landing, and so on by boat, afoot, or by motor as the case may be until the turning point of the race is reached. At the turning point each courier must have his instruction card signed by an official stationed there and then must make the return trip direct by motor boat over the shortest route possible. The first courier to return to the club house and deliver his signed instruction card to the starter wins the race.

The couriers may be required to operate the boats and automobiles themselves or pilots and chauffeurs may be provided for them. In either case an observer should accompany each courier.

The object of this race is to interest as many people as possible by making them participants and also to develop skill in handling motor boats under varying conditions which do not arise in the usual straightaway speed race.

H. A. H., Baltimore, Md.

## An Economy Contest

TOO many racing and other regatta contests have failed to make a strong impression on the general public because they have been solely pro-club. The exclusive, indifferent attitude generally manifested by club members and their guests must be replaced by an altruistic attitude toward the general public if the club would further sponsor the worthy ideal of converting just plain men into motor boatmen.

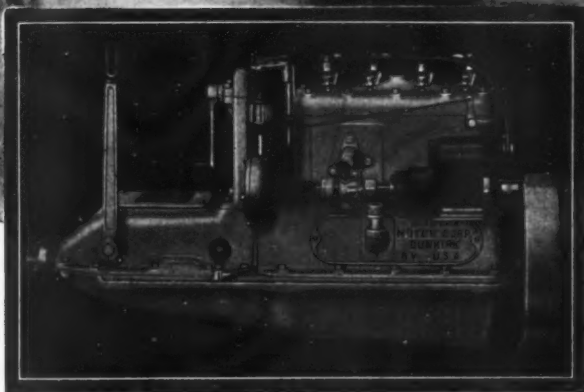
Events that speak to the ordinary landlubber in his own language are most needed. Many non-boat-owners have mistaken but deep-rooted convictions about the expense of boating. To offset this prejudice, the club might stage an economy run of a group of typical boats of popular classes—say, cruiser, runabout, and outboard motor. Able pilots should be selected, and favorable wind, tide, or current factors utilized to the best advantage. Sealed, externally-mounted gasoline cans of 1- or 2-gallon size might be fitted to the boats, with orders to run until the supply was exhausted, after which one or two fleet tenders bearing the judges or observers would deliver reserve gas for the return to the club. Averages and scoring could soon be computed and announced, and inexpensive prizes awarded.

Ease of control is another feature of modern boats not appreciated by the general public. A runabout having convenient controls resembling modern automobile practice could be selected for a few impressive stunts in close quarters, so

(Continued on page 124)

THE POWER OF NIAGARA

Obtain  
Maximum  
Horse-Power



Put the  
Power of  
NIAGARA  
in your boat.

4 cyl., 12-15 H.P.

150-1500 r.p.m.

2 3/4" bore x 4" stroke.

Bosch magneto or Atwater Kent Ignition.  
Joe's Reverse Gear.

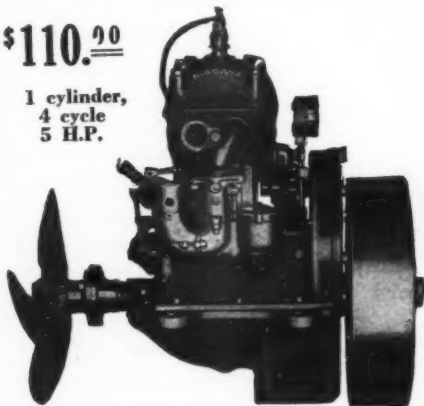
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Complete and smart, well designed and sturdily built. Medium duty or high speed.

AGENTS—BOAT BUILDERS  
Unusual opportunity for dealers in  
open territory.

\$110.<sup>00</sup>

1 cylinder,  
4 cycle  
5 H.P.



## "TRUSTWORTHY"

**THE NIAGARA "SPECIAL"** 4 cylinder, 4 cycle,  
12-15 H.P.

When you have just come in from a trip, and your boat has lived up to the boasts you made—pulling you through tight corners, never wavering for a minute—that's what builds confidence in your NIAGARA.

For flexibility and smooth running this high grade NIAGARA 4 cylinder complete power plant has no peer.

The most compact, reliable, and sturdy engine of its size on the market. This 4-cylinder engine costs no more than most 2 cylinder engines of its size.

Write for specifications Authorized agencies;  
write for details.

**THE NIAGARA "GEM"** gives a surprising performance and a service that lasts. You will find it the best you can buy in its size. You'll be enthusiastic about this NIAGARA "GEM" because of its power and even running. Unfaltering, you will find it ready to go and almost without vibration.

Here is an engine that offers the most value in genuine marine engine service today. It will surprise you with its ability and power. Its hot spot manifold guarantees you the most miles per gallon you ever realized. Its measured perfection and finish is consistent with reputation of its builders, for quality and durability. Compare the specifications, its sturdy counterbalanced crankshaft, extra large bearings and heavy flywheel.

**COMPLETE, READY TO RUN.....\$110.00**

State the model you are interested in and  
write for free booklet.

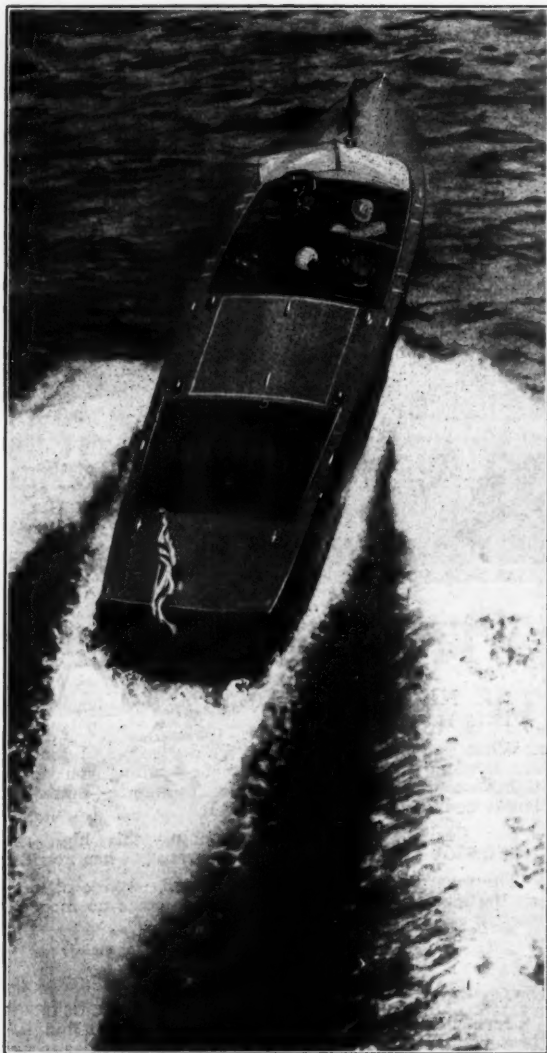
# NIAGARA MOTORS CORPORATION

BOX 300

## DUNKIRK, N.Y.



# WITH A DODGE WATERCAR



## You Will Enjoy Your Outings As Never Before

Get behind the wheel of a Dodge Watercar and you face a new world of joyful possibilities.

Press the starter button and feel the stimulating throb of mighty power. Swing out to the open water and see the clouds of silvery spray flash out behind. The panorama of beautiful shores, smiling skies and laughing waters add a new zest to life.

There is utmost comfort and safety in a Dodge Watercar and plenty of room for congenial companions. It is easy to drive and comes with complete fittings and accessories ready to go.

*Performance gladly demonstrated.  
Descriptive booklet and name of  
nearest dealer mailed on request.*

### MODEL 422

22' 6", Single Cockpit.  
Dodge Marine Motor  
30 H. P. 20 Miles per Hr.

**\$2475**

### MODEL 822

22' 6", Single Cockpit.  
Dodge-Curtiss Motor  
90 H. P. 37 Miles per Hr.

**\$2975**

### MODEL 826

26', Double Cockpit.  
Dodge-Curtiss Motor  
90 H. P. 35 Miles per Hr.

**\$3475**

All Prices F. O. B. DETROIT—Deferred Payments arranged when desired.

**THE HORACE E. DODGE BOAT WORKS, INC., DETROIT**

New York Representatives: YOUNG & HALL, INC., 522 5th Avenue, New York City  
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# HYDE

## PROPELLERS

May be obtained from dealers in every boating locality. Consult our list of distributors to find the nearest stock of HYDE propellers. You will receive prompt and courteous service from HYDE representatives.

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Boyce & Rutledge Co., 7 Central Wharf  
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Hathaway Machinery Co., North Water and Elm Streets

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John McLeod, Jr., Edgewood Station

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Unger & Mahon, Inc., Pratt and  
Gay Streets

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Clarence Sterling & Son,  
1104 Main Street

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Gas Engine & Boat Corp., First  
Street, near Front

**MOREHEAD CITY, N. C.**  
Marine Hardware Company

**CHARLESTON, S. C.**  
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**KEY WEST, FLA.**  
William Curry's Sons Co.  
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**GALVESTON, TEX.**  
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**SAN FRANCISCO, CALIF.**  
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**PORTLAND, ORE.**  
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**ALEXANDRIA BAY, N. Y.**  
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The Canadian Fairbanks-Morse  
Co., Ltd., Montreal, Toronto, St.  
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gary, Winnipeg, Quebec

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Toronto, Ontario, John Leckie,  
Ltd., 77 Wellington St. West;  
Gravenhurst, Muskoka, Ditch-  
burn Boats, Ltd.

**BRENTFORD, ENGLAND**  
George Spicer, Market Place



Write for a copy of "Propeller Efficiency"

## HYDE WINDLASS CO.

## Bath, Maine

# "New Jersey"

## Marine Paints & Varnishes

**Copper Paint**  
**Yacht White**  
**Ship & Deck Paint**  
**Spar Varnish**  
**Copper Bronze**

For Bottoms "New Jersey" Copper Paint Red, Brown or Green. For above the waterline "New Jersey" Yacht White will stand washing and scrubbing. "New Jersey" Spar Varnish will not turn white and holds its gloss.

Write for Booklet, "Davy Jones' Locker," About Paints and How to Use Them.

### NEW JERSEY PAINT WORKS

HARRY LOUDERBOUGH, Inc.

WAYNE AND FREMONT STREETS, JERSEY CITY, N. J., U. S. A.

### Harry Miller Marine Engines

MODEL .....	91	215	310	620
Number Cylinders....	8	8	8	16
Bore .....	2.187	2.922	3.406	3.406
Stroke .....	3	4	4.250	4.250
Displacement .....	90.2	214.6	309.8	619.6
Power .....	150	190	200	425
R.P.M. ....	6500	4500	3500	3500
Price .....	\$6000	\$6000	\$3000	\$7500

Prices include Reverse Gear and Starter  
Superchargers included on 91 and 215 Engines

**Harry A. Miller, Inc., Los Angeles**  
2652 Long Beach Avenue

### MIANUS Diesel and Gasoline Engines

**DIESEL ENGINES—7½ to 125 B.H.P.**

Each engine designed and built to meet the requirements of the highest class of the American Bureau of Shipping.

**Gasoline Engines—2 Cycle, 3 to 15 H.P.**  
4 Cycle, 25-40 H.P.

Write for Bulletin M

**Mianus Sales Corp.**

General Offices: 165 BROADWAY, NEW YORK  
Factory: Stamford, Conn.

BRANCHES  
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AGENTS  
Eclipse Engineering Co., New Orleans, La.  
Pleger Sons, Charleston, S. C.  
F. W. Bakus, Miami, Fla.



### An Economy Contest

(Continued from page 120)

that spectators in or near the clubhouse could witness it readily without binoculars. Starting, speed, pickup, flexibility, ease of steering, and reversing could be shown according to pre-arranged signals from a referee or by definite schedule—for example, 3:00 to 3:01 P. M., Easy Starting; 3:02 to 3:12 P. M., Speed and Pickup; 3:13 to 3:23 P. M., Flexibility, etc.

A safety prize might be awarded to the boat in each class that judges deemed the cleanest, most seaworthy, and best-equipped. Guests and visitors should be allowed a close-range inspection of winners, and explanations should be given of the details on which the awards were based. How fire, storm, and collision hazards have been minimized always interests new or prospective boatmen. The superior safety of boating as compared to motoring is another factor that needs extensive broadcasting.

An event or series of events stressing such phases of motor boating cannot fail to do some good among the general public, which will ultimately accrue to the benefit of the club and its individual members.

A moderate amount of local newspaper publicity, with a few photographs, maps, or sketches, may be needed to inform the public of these marine demonstrations and serve as an invitation to attend. Paid advertising by the club is rarely advisable. Such commercial aspects are better left to local boat or marine supply dealers.

A few boating catalogs, magazines, and club pamphlets, distributed gratis but discreetly, aid in spreading the gospel of the open wave.

These suggestions, while perhaps more varied and general than warranted by the scope of the question, constitute a deductive appeal from the general to the particular, or from the conditions to the individual. Sell a man a new mode of leisure enjoyment (not just a boat or a boat club), and he will eventually come around to buy a good boat of some type. Moreover, he will not forget the club that started him on the right track.

D. McC., Cleveland, O.

### A Small Medicine Chest

(Continued from page 41)

will find the road to rapid healing if it is protected by either a finger cot or a bandage treated with collodion as described above. While salt and water are good for cuts and bruises, it does not follow that the salt water of the ocean with its many impurities is in the same class.

Bruises will perhaps be the next in order of occurrence. These will be taken care of by iodine, which must be used sparingly, that is, do not daub it repeatedly in the same place on the bruise, particularly when the skin is broken. For the tyro at rowing, there is nothing better than a solution of equal parts of witch hazel and arnica for taking out the soreness that accompanies muscle strain.

Seasickness is not unusual even among seasoned boatmen. Bromo-Seltzer aids in making a stomach forget its late unpleasantness, but should not be taken until one arrives in still waters.

The foregoing articles can be packed in a very small box. While they are not extensive, they will nevertheless take care of the majority of mishaps that one meets with on board the small boat. Broken limbs and deep, dangerous cuts and other accidents of a very serious nature will have to be met with first aid measures that is common knowledge these days and efficient enough to allow the injured person to reach a doctor before great complications set in.

While ashore it might be difficult to put one's hand immediately on material for splints, tourniquets, stretcher, etc., a boat is well supplied with available material. It remains for the uninitiated to learn, if he does not know, the various ways in which emergencies should be met.

J. E. M., Norwich, Conn.

### First Aid Equipment

IN considering first aid equipment for the boat it would be well to consider the size of the boat and the length of time the craft would be away from its base and medical attention and to this end suggest a division into two classes, namely, open boats and cruisers.

Inasmuch as open boats have a limited amount of storage space and on the average would never be more than a few hours run from port, it is suggested that the owner secure a metal box, say one about the size of a fishing tackle box and store in it the following:

(Continued on page 126)





## Full Speed Ahead

The season is short and time is ever crowding to cross your bows. To win out, in this race, you want "full speed ahead" while the going is good. The measure of your satisfaction afloat is the ability of your engine to deliver continuous power.

That's why Buda designed, built, tested and placed on the market two sturdy marine engines, one rated from 50 to 80 horsepower and one running up to 100 horsepower. These engines have the stamina to meet present-day demands on cruisers and runabouts.

Even if you had a good engine once, you want a better engine now. These new, handsome sixes are in every respect *high-duty engines*, and are modern to the minute in accessibility for inspection and adjustment. They are backed by the nation-wide system of Buda parts stations. Send for descriptive bulletin No. 532.

THE BUDA COMPANY, HARVEY CHICAGO ILLINOIS  
ESTABLISHED 1881

BUDA  
MARINE  
POWER

## "Locks and Latches for Doors and Hatches"

The selection of hardware and fitting is an important factor in producing standard boats at reasonable prices.

Tiebout service includes supplying boat builders with standardized equipment at lowest prices consistent with Tiebout quality specifications.

### W. & J. TIEBOUT

Marine Hardware

118 Chambers Street New York City

## BRASS YACHT BINNACLE

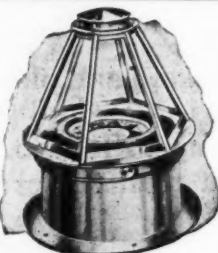
Octagonal and Hexagonal Skylight Shelf Binnacle, with central electric cap and spare oil lamp and holder; conical brass hood for night; brass cylinder with base flange to fit on shelf. Can be fitted for underlight.

For more than seventy years Ritchie compasses have been the choice of experienced navigators. Our catalog will show you the one best suited for your needs. Send for a copy today.

### E. S. RITCHIE & SONS

OFFICE and FACTORY:

110 Cypress St. Established 1850 Brookline, Mass.



## INTERNATIONAL—16

A STURDY ENGINE FOR RUNABOUTS,  
CRUISERS AND WORK BOATS

The International—16 is built from the ground up for marine service. Four cylinders, four cycle. Bore 3 3/4 in.; stroke 4 in. Develops 10 H.P. at 500 R.P.M. and 18 H.P. at 1200 R.P.M. You can depend upon the International for steady and economical service through many years. It runs smoothly, quietly, powerfully and free from vibration. It is easy to start and easy to control because it is so flexible. And the price is within reach of any one's pocket.

JOES ENCLOSED REVERSE GEAR OPTIONAL AT \$75.00 ADDITIONAL

ELECTRIC STARTING OUTFIT COMPLETE \$100.00 EXTRA

Write for full particulars

### SUTTER BROS.

Successors to

INTERNATIONAL—16

44 Third Avenue

Export Agent: Miranda Bros., 132 Nassau Street, New York

New York, N. Y.  
Street, New York

## First Aid Equipment

(Continued from page 124)

1—small bottle of Iodine with a glass applicator or a box of 1/2 dozen Iodine swabs of the gauze covered glass type. An application of this would take care of all minor cuts and scrapes.

1—tube of Borated Vaseline or Unguentine to be applied to burns such as from touching a hot exhaust pipe or from other causes.

1—small roll of absorbent cotton.

1—roll of 1-inch bandage gauze.

1—roll of 2-inch bandage gauze.

1—roll of adhesive tape—1 inch wide.

1—pair of small scissors for cutting the above mentioned articles.

This is not a very imposing array, but it will be easy to stow in a seat locker where it can be easily reached if needed and no doubt would take care of most injuries liable to be met with in this type of craft.

We now come to the cruiser with its greater amount of storage room and greater cruising radius from its base so for a boat of this type a small wall cabinet which could be fastened to a bulkhead is more suitable. To the articles mentioned before add:

1—bottle of Boracic acid solution which can be used as a wet dressing for wounds and burns.

1—bottle of Peroxide or Zonite to be used as a cleansing agent.

1—box of 2 compresses or dressings for larger injuries.

1—bottle of Aromatic Spirits of Ammonia to be used as a stimulant.

1—vial of Seoxyl as a preventative of seasickness.

1—pair of tweezers.

2—splints.

1—tourniquet for stopping bleeding.

1—First aid Manual.

The equipment mentioned may be supplemented by other articles of the owner's personal preference or certain items might be omitted, that is for the owner's judgment to say, or the whole list might be passed up in favor of one of the emergency kits put out by several makers. However, no matter which you prefer, have something of a like nature as it is a debt you owe to yourself and guests to be prepared for an emergency which the writer hopes may never come.

L. F. T., Buffalo, N. Y.

## Complete Kit Desirable

SINCE assistance cannot readily be obtained from a doctor or hospital when an accident occurs on a boat, the first aid kit must necessarily contain some remedy for almost any emergency that might occur.

The required will be as follows:

1. Gauze—It is best to have a half dozen bandages varying from one to four inches in width if the space for carrying allows. However, a handy size of gauze is two inches in width. A roll of this will usually answer until more aid can be had.

2. A ready bandage of gauze and adhesive plaster for small cuts. Make as follows: Take a piece of gauze two inches square. Fold left edge to centre, fold right edge to centre to meet left edge. Fold upper edge down to centre. Fold lower edge up to centre to meet upper edge. This gives a one-inch pad. Cut adhesive tape three-quarter inches wide and three inches long. Stick gauze pad to middle of tape with the raw edges of gauze to the tape. Have a half dozen of these ready.

3. Adhesive tape—one roll two inches wide for fastening bandages in place.

4. Absorbent cotton—for washing wounds.

5. One package of sterile gauze for large wounds, slings, etc.

6. One bottle of liquid soap. Tincture of green soap is best used for sterilizing the hands of the nurse and the wounds of the patient.

7. Vaseline for burns, sunburn, insect bites, etc.

8. Pair of scissors for cutting gauze and adhesive tape.

9. Pair of tweezers for pulling out splinters.

10. Card of large safety pins for pinning slings and parts of large bandages.

11. Bicarbonate of Soda—A needy remedy where one's digestive tract is so easily upset with the rocking and rolling of a rough sea.

12. Peroxide of Hydrogen for cleansing an open wound. There are various other articles for this purpose such as Zonite, Lysol, or Iodine, but Peroxide is easily kept for an indefinite period and will not burn anyone if spilled during rough weather.

(Continued on page 130)



# ALLEN'S HARBOR

## CAPE COD

### *Night Times of Romance*

**W**ITH every care behind, you'll find a great contentment when you have built your home among the pines at Allen's Harbor. And when the night comes to bring you rest, you'll live in a world anew—a world of quiet—a world of romance.

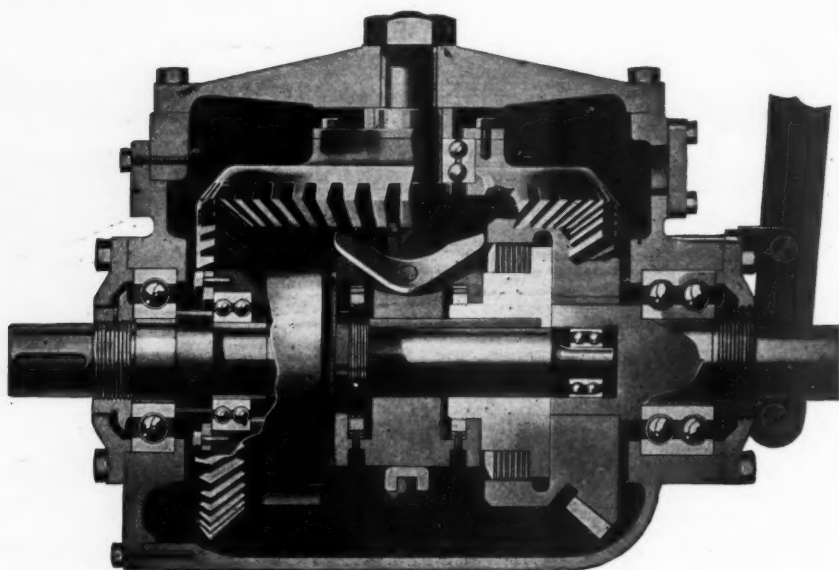
That you may better know how lasting are the appeals of this Cape Cod vacation colony — we have prepared the "Allen's Harbor Booklet" which we would like to place in your hands. If possible, visit Allen's Harbor in Harwichport, but by all means, send for its booklet.

## CAPE COD REAL ESTATE TRUST

HARWICHPORT, MASS.



# Get a McKinnon Reverse Gear and Your Reversing Troubles Are Over



**W**HY continue to use the old-fashioned and uncertain type of reverse gear, when with the McKinnon you can shift instantly from forward to reverse and can run indefinitely in reverse without overheating or injuring the mechanism?

There is no other reverse gear like the McKinnon on the market. And there is not a more efficient, durable or easier and quicker operating gear than the McKinnon made to sell at any price.

The McKinnon hasn't got the multiplicity

of small parts and brake band of the planetary type reverse gears to wear out, give trouble and need frequent adjustment. Three large and perfectly meshed bevel gears and a multiple disc clutch are the principal parts of the McKinnon. All rotating parts are mounted on S. K. F. ball bearings. The gears are always in mesh and revolve only once to each revolution of the motor, insuring long life. The entire mechanism is enclosed in an oil-tight case and is constantly showered by oil while motor is running.

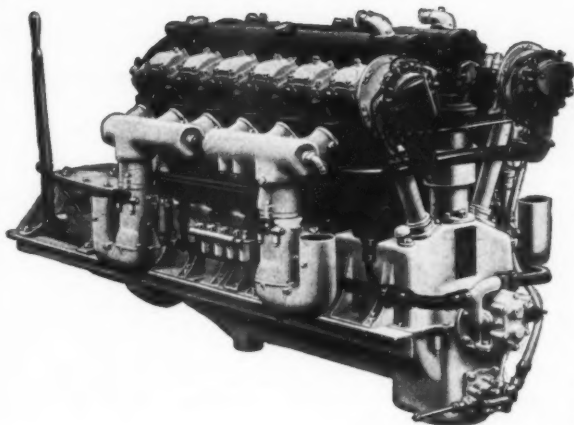
*Write today for description and price, giving details of your engine, including R.P.M. and H.P.*

## The McKinnon Iron Works Co.

ASHTABULA

OHIO

## If You Want to Lead Get a BABY GAR—A Sure Winner



Gar Wood-Marine Model TS-26

500 H.P. at 2150 R.P.M.

Price \$6,500.00 F.O.B. Factory

### SPECIFICATIONS

12 Cylinders, V-Type; 5" bore, 7" stroke. Overall length, 83½"; width, 36"; height, 43½". Weight, 1500 lbs.

**L**AURENCE P. FISHER, president of the Cadillac Motor Car Company, and an intense lover of water sports, has purchased a super-powered BABY GAR and has added his name to the long list of internationally known sportsmen who find in this masterpiece of the boat builder's art the realization of their ideals.

The Gar Wood-Marine Engine, with which the Baby Gar is equipped, is the choice of yachtsmen who want not only the utmost speed, but who demand consistent reliability under gruelling conditions. The many world records broken by the Gar Wood-Marine Engine, has made it the preferred power plant for fast cruisers, runabouts and speed boats. Single, twin, triple screw and installations up to five engines per boat, in runabouts and cruisers up to 72 ft. in length, show the possibilities for dependable fast boats in all sizes of craft.

## GAR WOOD, Incorporated

*Builder of Gar Wood Marine Engines, Baby Gar Runabouts  
and Gar Jr. Cruisers*

419 Connecticut Ave.

Detroit, Michigan

EAST COAST DISTRIBUTORS  
SEXTON MOTOR CO., INC.

149 Washington St., New York, N. Y.; 236 State St.,  
Boston, Mass.; 207 S. Front St., Philadelphia, Pa.; 311  
Star Bldg., Washington, D. C.

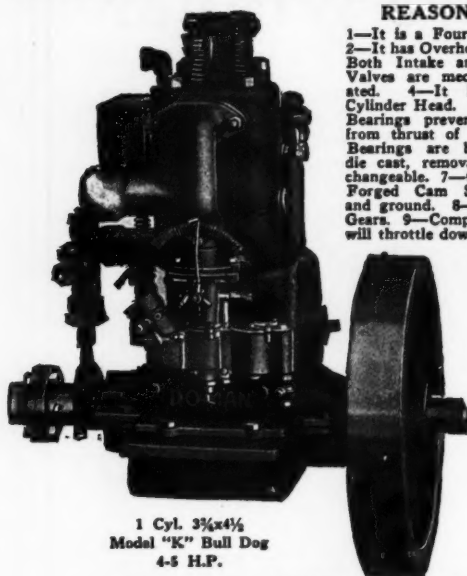
WEST COAST DISTRIBUTORS  
WOOD HYDRAULIC HOIST & BODY COMPANY  
Los Angeles—1210 Mateo St.; San Francisco—Folsom at  
17th St.; Seattle—2319 5th Ave.; Portland—200 E. Third  
St. North.

# DOMAN

"BULL DOG"

## 4-5 H.P. MARINE ENGINE

The Best Small 4-Cycle Engine in the World



1 Cyl. 3 1/4 x 4 1/2  
Model "K" Bull Dog  
4-5 H.P.

### REASONS WHY

- 1—It is a Four Cycle Engine.
- 2—It has Overhead Valves.
- 3—Both Intake and Exhaust Valves are mechanically operated.
- 4—It has removable Cylinder Head.
- 5—Ball Thrust Bearings prevent undue wear from thrust of propeller.
- 6—Bearings are bronze backed, die cast, removable and interchangeable.
- 7—One piece Drop Forged Cam Shaft hardened and ground.
- 8—Cut semi-steel Gears.
- 9—Compact, Light, and will throttle down to low speed.
- 10—Guaranteed 5 years.

Write for  
Catalog  
of the  
Complete  
Doman  
Line

### DOMAN ENGINE DIVISION

UNIVERSAL PRODUCTS COMPANY

OSHKOSH

WISCONSIN, U. S. A.

## ELDREDGE-McINNIS, Inc.

160 STATE STREET, BOSTON, MASS.

Naval Architects—Yacht Brokers

(Formerly General Mgrs. and Naval Architects  
for George Lawley & Son Corp., Neponset, Mass.)

Designers of Power and Sail Yachts

Chosen as the designers of the "Wanamaker 38," and also the designers and engineers for the A.C.F. 25-foot runabouts, 35, 41, and 62-foot cruisers, designed for S. C. Kyle, New York City.

Designed, while at Lawley's, the new "Scamper," 65-foot express cruiser for Nelson Doubleday, also the 100' "Edamena IV" for Earle P. Charlton.

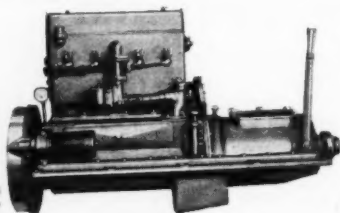
Also designers of the auxiliary yawl for Henry W. Buhler; and the express cruisers for James A. Garland, Harold F. McInnis, and H. D. McGray, now building.

## FRISBIE VALVE-IN-HEAD MOTOR

The New Model "S"

18 to 40  
Horse Power  
600 to 500  
R. P. M.  
Bore 4"  
Stroke 5"  
251 cu. in.  
Displacement

Write for full details  
of this and other  
Friskie Motors



FRISBIE MOTOR COMPANY  
7 COLLEGE STREET MIDDLETOWN, CONN.

## Complete Kit Desirable

(Continued from page 126)

13. Tourniquet. This may be homemade, but there is a handy tourniquet on the market consisting of a strong tape fastened to a wooden handle. The tourniquet will stop the profuse flow of blood from a severed artery by winding the tape once about the limb between the heart and the injury and fastened to the handle. The handle is then twisted until sufficient pressure is applied to stop the blood spurt. Of course, a tourniquet should not be left on longer than necessary. The case should be given to a physician as soon as possible.

14. Four splints 3/4 by 18 inches. These are often urgently needed for broken bones. Here again the physician should be called as soon as possible.

15. Brandy—Be sure to conceal it so as to insure its safety from the bibulous fellow. A sip of this is the restorer after drowning. A substitute when brandy cannot be had is hot coffee. This should be given to the patient as soon as it is possible to make.

16. An authorized First Aid Manual. This will give full instructions for handling drowning cases, poison cases, broken or dislocated limbs, for bandaging various parts of the body and for almost any emergency that may arise.

A. G. W., College Point, N. Y.

## New Distributors on the Pacific Coast

It is with pleasure that Old Man Joe announces that Johnson, Joseph and G. M. Josselyn and Company will carry a stock of Joe's gears and service them throughout Northern California and that the Hoffer Marine Construction Company, of Vancouver, B. C., will do the same throughout British Columbia.

This is in line with the policy of the Snow & Petrelli Mfg. Co., New Haven, not only to assure service by carrying a stock of gears and parts in all the principal boating centers of United States and Canada, but to assure satisfaction by placing the stock in the hands of the most reliable dealers possible.

On the Pacific Coast, stock of gears and parts are now carried by

Fellows and Stewart at Wilmington, Calif.

Johnson, Joseph and G. M. Josselyn & Co. at San Francisco, Calif.

Pacific Marine Engine Co. at Seattle, Wash.

Oregon Marine & Fisheries Supply Co. at Portland, Ore.

Hoffer Marine Construction Company at Vancouver, B. C., Canada.

This is a matter of greatest importance to engine builders who equip with Joe's gears as standard equipment and ship to far away boating centers because should service be required by one of their customers, it is immediately available.

Old Man Joe thinks his line is distributed and serviced the way all marine products should be and far better than most of them are.

Besides the distributors for the Pacific Coast listed above, the following distributors are on the job, ready to service the Joe's line:

Boston, Mass., Gray-Aldrich Co., Inc., 6 Commercial Wharf. New York, Sutter Bros., 44 Third Ave.; Service Sta. Ft. 92nd St., Brooklyn, N. Y.

Clayton, N. Y., St. Lawrence River Motor & Machine Co.

Rochester, N. Y., Volney E. Lacy, Charlotte Station.

Philadelphia, Pa., W. E. Gochenaur Mfg. Co., 631 Arch St.

Baltimore, Md., Unger and Mahon, Inc., Pratt and Gay Sts.

Norfolk, Va., Gas Engine and Boat Corp., First St.

Detroit, Mich., Henry H. Smith & Co., 334 Jefferson Ave. E.

Cleveland, O., William F. Meier, 1220 Warren Road, Lake-

wood.

St. Louis, Mo., William Grossmann, 1630 Pine St.

Chicago, Ill., W. L. Masters & Co., 800 No. Clark St.

Toronto, Ont., A. R. Williams Machinery Co., 66 Front

St. W.

New Orleans, La., Arthur Duvic's Sons, 122 Chartres St.

S. Alabama and N. W. Florida, Marine Supply Co.,

Mobile, Ala.

Canada, all branches Canadian Fairbanks-Morse Co.

Newfoundland, John Barron & Co., 241 Water St.

New Brunswick, Prince Edward Island, T. McAvity &

Son, St. John, N. B.

England, J. King & Co., 10 Church Row, Limehouse, E.

London.

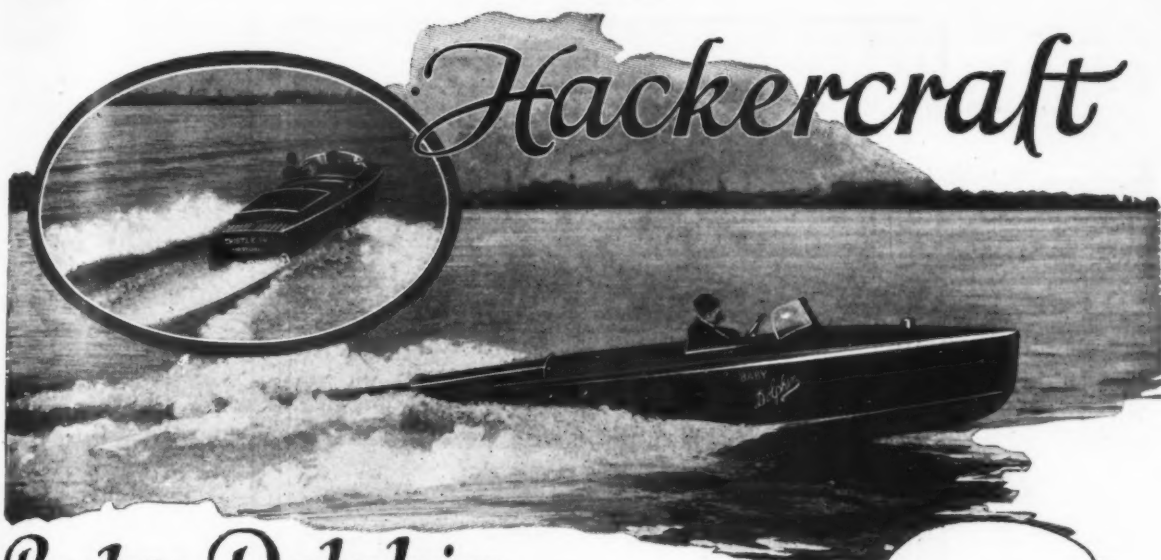
Argentina, S. A., J. Banham & Son, Buenos Aires.

Victoria, Australia, Acme Cycle Company, Melbourne.

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## Baby Dolphin - Fastest Stock Runabout of its Price

Every day, as the boating season advances, come new and convincing evidences of the tremendous popularity of the Baby Dolphin. Demand has gone far beyond the original quantity production schedule laid out for the factory.

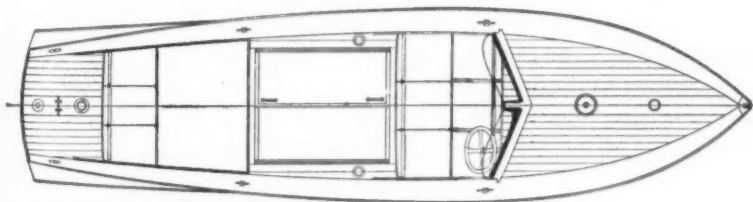
Quantity production and popular demand have enabled the builders of the Baby Dolphin to give you the fastest stock runabout of its price.

Look over Baby Dolphin specifications. Note the remarkable construction features, equipment and the quality reflected there. See the boat, and mark its beauty, its gracefully curved deck, exclusive design hardware, luxurious upholstery and superfinish.

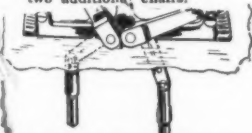
Powered by the F-4, F-6 or Special F-6 Scripps Marine Motor, it will deliver speeds of 25, 32 or 36 miles per hour, respectively.

### Salt Water Equipped Throughout

Prices - - \$2595 - - \$2995 - - \$3095



Plan view of the Baby Dolphin, showing forward cockpit control with seating arrangement, and rear cockpit with permanent seat for three and room for two additional chairs.



Bulkhead Controls 4 A.

Fig. 8753

Spark and Throttle controls set easily against bulkhead. Operate connecting rods in vertical position. Polished brass rod clips tapped for use in rod.

**ER and FERMANN**  
INCORPORATED  
Detroit, Michigan

Office of  
Estate of D. H. McAlpin  
Twelfth Floor  
Hotel McAlpin  
New York

June 30, 1926.

Hacker & Fermann, Inc.,  
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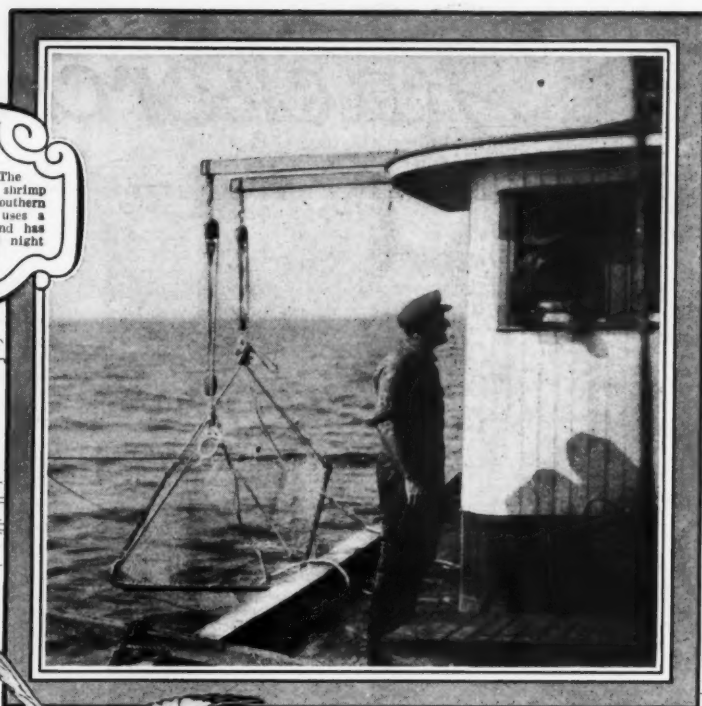
Very truly yours,  
GEO. L. McALPIN.

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1045 Commonwealth Ave., Boston

New York and Environs  
Belle Isle Boat & Engine Co.  
393 Seventh Ave., New York

This photograph was taken aboard "The Palm," a 55-foot shrimp trawler owned by the Southern Shellfish Company. It uses a 4-cylinder CUMMINS and has been in service day and night for over two years.



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**W**HEREVER fishermen, yachtsmen, or work boat owners get together, you hear them talking about their boat's engines—either lauding or condemning.

It is a significant fact that when CUMMINS owners talk, they have nothing but praise for their engines. The steady, trouble-free service of this small, light weight, full Diesel oil engine—its smooth, quiet, powerful operation—and its economical use of fuel have made CUMMINS the recognized leader in the lower powered oil engine field.

CUMMINS owners are talking from Coast to Coast—and their praises have brought CUMMINS hundreds of new and satisfied users everywhere.

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THE DAY OF THE OIL ENGINE IS HERE



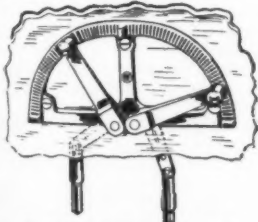
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Hot sun pouring down as you lie at anchor seconds the motion for a swim. Can't dive overboard into the cool green water quick enough. But finally comes the end of the swim and the problem of how to get up over the side of the boat. The new Wilcox Swimming Ladder makes the end of the swim as enjoyable as the beginning. It's easy to climb aboard on this neat little ladder designed just for this purpose. Get one at your nearest dealers or write us for his address. Every boat should carry the Wilcox ladder.

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Bulkhead Controls 4 A.

Fig. 8753

Spark and Throttle controls set closely against bulkhead. Operate connecting rods in vertical position. Polished brass rod clips tapped for  $\frac{5}{16}$  in. rod.

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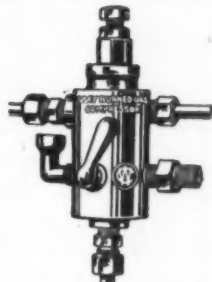
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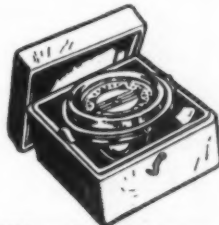
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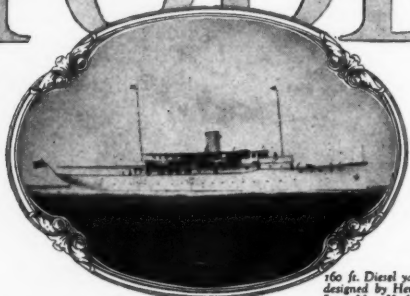
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Ask your dealer.

**A. G. REDMOND COMPANY—FLINT, MICH.**



## Up and Down Glen Canyon

(Continued from page 15)

what I could not quite bring myself to was the idea of sitting quiescent and watching someone else have the fun, even on this least turbulent of the encanyoned reaches of the upper Colorado. Doubtless I would have passed up the invitation entirely had not La Rue chanced to mention that the worst of his worries had to do with getting the requisite boats up the canyon from Lee's Ferry. Sensing something in my own line, I promptly volunteered to shoulder the boat problem myself.

"I already have a boss for the job, and I think a mighty good one," was the reply from La Rue, who added that there still might be a chance for a boatman, cook or flunkie. What would I think of going along as boatman?

"Show me your boss first and I'll tell you," I answered. "I'm so used to being my own boss where river navigation is concerned that I might find it difficult to work under one who was not both gentle and considerate."

La Rue laughed. "'C' is Tom Wimmer's middle initial," he said, "but I doubt very much if it stands for 'considerate.' And certainly it is not for gentle. However, I'll call you up the next time he is in the office and you can run down and size him up for yourself, and incidentally give him a chance for some sizing up on his own account. He tells me he isn't going to take any chances with his men this trip. Says he can't run any risk of having two or three of them play out on him, as happened last summer. Claims he's got a bunch of real hard-boiled river-rats signed up for the job."

The announcement that Wimmer was waiting to see me in La Rue's office came suddenly and unexpectedly the following day. As there was no time to make a proper toilet for the occasion, I had to go just as I was—in light and airy summer flannels, newly pressed. To make bad tactics worse, I so far forgot myself as to carry a stick. If I had thought, I might have buffered the jar of that flimsy bit of Malacca by affecting a limp; but even that did not occur to me in time.

Wimmer's horrified glance when I was introduced to him as a prospective boatman and runabout told me all too late that (in his eyes) the one touch lacking was a poodle with a red bow under my arm, and a monocle. I tried to crack his knuckles in a lusty grip by way of showing what I could do with an oar, but the point of that subtle touch was lost. He rubbed his crushed fingers balefully enough but continued to register disgust and repulsion.

Meanwhile I was becoming aware of registering a certain modicum of disapproval on my own account. I rather liked the chap's fighting jaw, but a choleric eye and a sanguinity of complexion indicated a prima donna type temperament that I had learned was not an ideal roughwater equipment. So I told him that my knowledge of outboard motors was nil, my ability as a camp-cook somewhat less, while as for my worth as a boatman he would have to judge for himself. He took me at my word, looked searchingly at my hands—and smiled sarcastically.

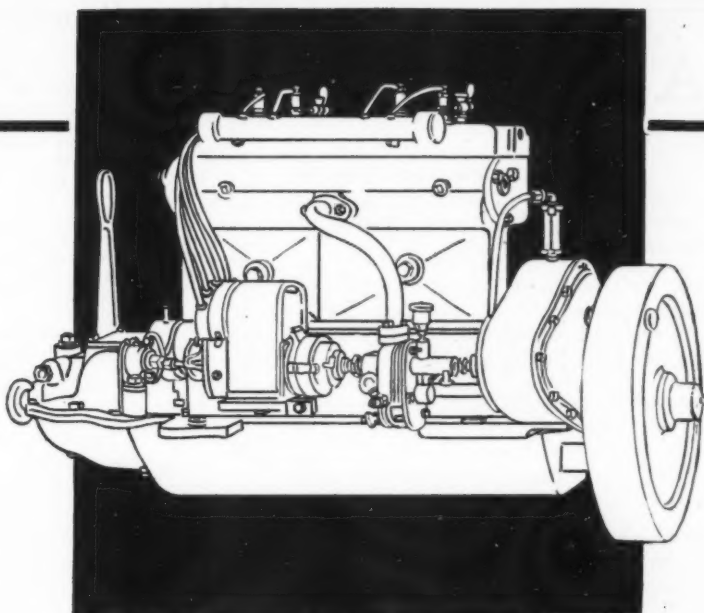
Nor could I blame him. At the end of a long Winter of Discontent at my desk those normally not useless paws looked as pink and pudgy as baby hams. What use to tell the fellow that they would grow hard and dirty almost overnight? What use to tell him that I had a fragrantly filthy duffle-bag of river rags ready to hand at home? The cards were stacked against me from the start, and, moreover, I was rather glad of it. Why tempt Fate by risking a clash of warring temperaments? Gathering up my offending stick I walked out.

An hour later La Rue called up to say that I had passed muster and that he was counting on me to sign up as boatman. Wimmer, he said, had no real objection to me, save that I struck him as being too fat, both above and below the ears, and because he kind of distrusted on general principles dudes that wore ice-cream pants and silk socks and carried canes. But he was willing to take a chance with me in the hope that I might prove an exception, especially as one of the hands he had counted on had just been laid out by the police raiding his still.

I replied that, as Mr. Wimmer didn't seem to have any more against me than I had against him, I was willing to take the chance if he was. No further objections being interposed by either party, it was so ordered.

From that time on to the conclusion of the voyage down Glen Canyon Tom Wimmer and I cooperated to good effect. We never became—nor could ever become—kindred souls; yet such friction as we did have was largely psychological, and therefore not greatly in evidence. I attained to a large and wholesome respect for the unflagging energy and persistence Tom put into herding that little flotilla of over-

(Continued on page 136)



# PALMER

## The New "Little Huskie"

Substantial, high speed, yet small—there in a nutshell are the characteristics of this new member of the Palmer family of marine engines. "Little Huskie" is bound to prove a faithful friend to the boat owner whose space is at a premium, yet who yearns for four-cylinder, four-cycle dependability.

This new Palmer engine is the ideal power plant for auxiliary, dory, runabout or small cruiser. It will fit into such a small space that it makes the installation of adequate power in many boats possible for the first time. Especially in shoal draft boats where the center-board trunk takes up so much room, the trimness of "Little Huskie" is sure to appeal.

Rated at 10 to 15 H.P. at 1,000 to 1,500 R.P.M., 3-inch bore by 4-inch stroke, with full 2-inch balanced crankshaft and oversize camshaft, it is a beautifully designed job and delivers ample power with the flexibility of a much larger engine. Inquire at our branch offices, or send for descriptive bulletins.

### SPECIFICATIONS

10-15 H.P. at 1,000 to 1,500 R.P.M.  
4-cylinder, 4-cycle, 3" bore by 4" stroke.  
Balanced 2" crankshaft.  
Overall length, flywheel to shaft coupling, 41½".  
Length flywheel to end of cylinder block, 24½".  
Length over top of cylinder head, 17¾".  
Overall width, except magneto and pump, 14½".  
Diameter of flywheel, 14".  
Height above bed, 14¾".  
Weight, complete with built-in magneto and Palmer enclosed disc clutch, 375 lbs.  
Price, with magneto ignition and reverse gear, \$340.00.

## PALMER BROS. ENGINES, INC.

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## SAFTIBOAT

Saftiboat is more than just an ordinary, beamy runabout or hydroplane driven by an aerial propeller. Such a craft while possessing many advantages for shallow water is far from ultimate.

Being a scientific advance, designed on definite hydrodynamic reactions, Saftiboat runs and handles differently from any other boat in the world.

Following several months' intensive experimenting, we have been able to greatly increase our speeds with a given power or to maintain the same speed with less.

**Saftiboat draws less water, goes faster with the same power, and uses less gasoline per passenger mile per hour than any other boat in the world.**

Saftiboat's design is protected by patents and patents applied for.

**Brownback Motor Laboratories, Inc.**  
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## Consider Beaver Engines

Beaver Engines will give long years of steady, uninterrupted, economical service—because they are built up to that standard.

Beaver Marine Engines are available in sizes from 4 cylinder 50 H.P. to 6 cylinder 225 H.P. medium speed.

**BEAVER MANUFACTURING CO.**  
 41 - 25th STREET MILWAUKEE, WIS.



## Boats for Outboard Motor

Prices Reduced 10%—Immediate Delivery  
 These boats are built in the old-fashioned strong, sturdy, Cape Cod style and will last a lifetime with good care. Seaworthy and very steady. Also row boats, sail boats and motor boats.

**Cape Cod Ship Building Corporation**  
 18 Tremont St., Dept. M, Boston, Mass.

## Up and Down Glen Canyon

(Continued from page 134)

loaded and under-powered boats up the rock-strewn stretches of the mighty gorge; he, from the fact that he kept me always in his own boat wherever possible, must have come to a certain respect for my usefulness as a river-rat and general roustabout.

Our respective senses of humor never exactly synchronized; but that would have been too much to expect. I took care never to offend again with the cane and the fluffy flannels, and the fat that he had complained of between my ears and heels worked off in good time. The more altitudinous collection of adiposity, being congenial and therefore incurable, had to be endured by both parties.

The practical aspects of the work ahead I went over with La Rue and Wimmer at our next meeting. The dam-sites to be studied were all located between Hall Crossing, near the head of Glen Canyon, and Lee Ferry, at its foot. As the only available boats were at the latter point, it was necessary that these be taken up-stream to Hall Crossing in time to meet the main party, which was to come in overland with La Rue from Salt Lake City by rail, automobile and mule-team. Between gasoline, provisions and general outfit, each of the four big skiffs to be used would have to carry a load of over a thousand pounds. Outboard motors were to be used to provide power wherever practicable, but it was known that there were many stretches where these would have to be helped with oars and by towing both from the bank and in the water.

La Rue's original scheme allowed two weeks for the up-river trip, with not over four or five men to handle the boats and motors. Pointing out that there was little probability of all the motors surviving the whole distance, and that every one of them might well be disabled or worn out, Wimmer and I suggested another week of leeway and at least two men to a boat. With that much time, and that many hands, we were sanguine that at least two of the boats could be working through to Hall Crossing no matter what befell the motors.

As the one thing La Rue desired to avoid above all others was keeping his best minds of the Reclamation Service, Geological Survey, Mormon Church and Colorado River Commission waiting on the bank, he fell in readily with this plan. It was decided that Wimmer should have his boats and crew ready to push off from Lee Ferry on the seventeenth of August, and that Hall Crossing, a hundred and fifty miles above, must be reached before the seventh of September if we had to wade and tow the whole way. It was a stiff program even at that, but—with good handling and not too much bad luck—a perfectly feasible one.

A week of hard climbing around El Tovar on the rim of the Grand Canyon did much toward the induration of mind and body that I was so bent upon effecting before our start from Lee Ferry. Still more arduous was a clamber from Flagstaff to two of the 13,000-foot summits of the San Franciscos. This drastic treatment cost me much shoe-leather, more cuticle, and induced a terrific muscular soreness. But it also transferred two inches from my waist to my chest, blackened my hide and stiffened my back and spirit—in short, made it possible for me to look Tom Wimmer in the eye when he breezed into Flagstaff with the rest of his crew. Tom blinked in surprise at the torn and bloody knee of my riding breeches and grinned approval. The more time and attrition and the river took toll of those once jaunty Bedford cords the better seemed to like me. I only wish he could have seen the girdle-like strip of them that reached the head of the Gulf of California two months later.

A railway strike and the consequent tie-up of train service had upset not a little the ordering and assembling of our outfit. Only three of the four Evinrude motors shipped from Los Angeles awaited us in the freight-shed, while the local oil station, due to failure to receive instructions in time, could not provide us with the high-test gasoline so desirable for running the engines at their fullest efficiency in the thin atmosphere of the upper Colorado. The truck that had been hired to drive us to the Ferry was laid up for lack of spare parts believed to be on the way from Phoenix, while the local food emporium reported that our provision list had not even been received.

To one who has had experience of the petty and interminable delays that inevitably turn up to postpone and re-postpone the departure of an outfit that is leaving Civilization for the Back of Beyond, the well directed energy Tom Wimmer displayed in getting our caravan under way within twenty-four hours of his arrival whose owner was willing to risk it on the sinister Lee Ferry traverse. For gasoline there was nothing to do but put up with two hundred and fifty gallons of the highest test on hand. Three or four hours

(Continued on page 138)



# ENGINEERING

**S**OUND engineering principles are built into every Packard Marine Engine—the principles developed and perfected by more than a quarter century of building the highest type of automotive, aircraft, and marine power plants.

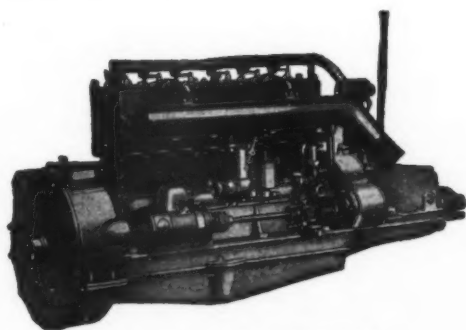
Simplicity, ease of handling, accessibility, stamina, economy, wide range of power—these are engineering features which can only be perfected with the passage of years. And these are the features, so characteristic of every Packard power plant, which are constantly winning new laurels for Packard Marine Engines.

For the entire line of Packard Marine Engines, from the six cylinder 45 H.P. Runabout power plant to the largest 550 H.P. racing type engine Packard engineering principles are unvarying.

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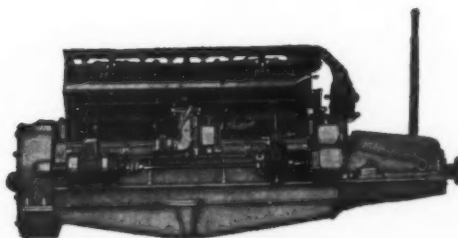
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## PACKARD MARINE ENGINES



**MODEL IM-268—6-CYLINDER**

Develops 45 H. P. at 1800 R.P.M. Weighs 625 lbs. Specially designed for runabouts up to 26 feet in length. Also suitable for small cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price, \$1,500.00.



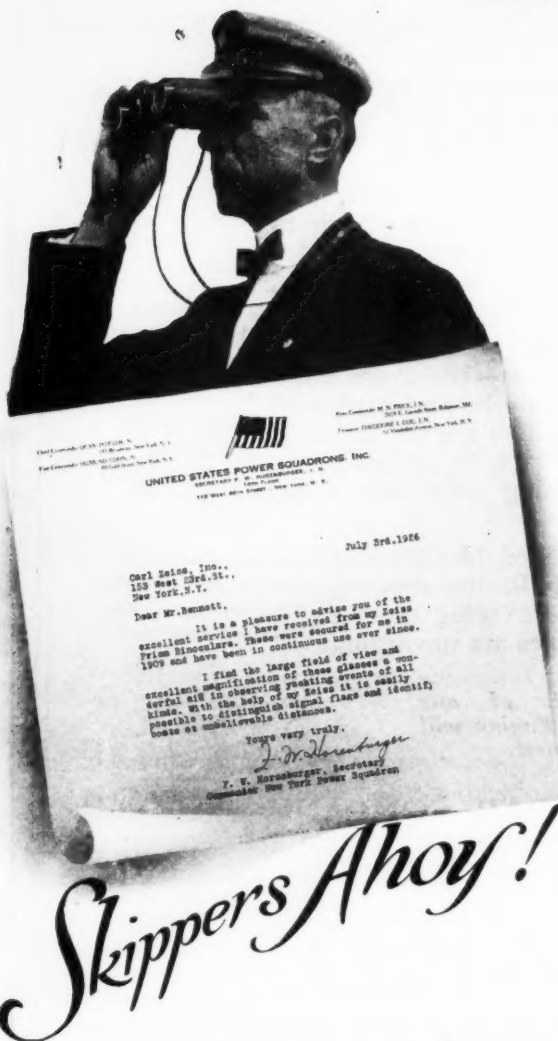
**MODEL IM-357—8-CYLINDER**

Develops 60 H.P. at 1800 R.P.M. Weighs 790 lbs. Ideal for runabouts up to 35 ft. and for cruisers and auxiliaries. Furnished in right and left-hand rotation for twin-screw installation. Price \$2,000.00.

ASK THE MAN WHO OWNS ONE

## Up and Down Glen Canyon

(Continued from page 136)



**UNITED STATES POWER SQUADRONS, INC.**  
 112 West 40th Street, New York, N.Y.

July 28, 1926

Carl Zeiss, Inc.,  
 153 West 23rd St.,  
 New York, N.Y.

Dear Mr. Bennett:

It is a pleasure to advise you of the excellent service I have received from my Zeiss Prism Binoculars. These were secured for me in 1909 and have been in continuous use ever since.

I find the large field of view and excellent magnification of these glasses a wonderful aid in observing fishing events of all kinds. With the help of my Zeiss it is easily possible to distinguish signal flags and identify boats at unbelievable distances.

Yours very truly,  
*J. V. Harshbarger*  
 J. V. Harshbarger, Secretary  
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**WHEN** it comes to binoculars, consider luminosity, definition and field of view. Zeiss wide-angle Prism Binoculars are the yachtsman's choice in all climes and waters. For sale at leading stores, illustrated catalogue upon request.

**CARL ZEISS, INC.**  
 153-N. West 23rd Street  
 New York



of hustling in the grocery department of the leading store brought a complete and not too badly packed grub supply to the loading platform. The missing Evinrude could not be replaced, that it with a motor of equal weight and power. Its absence simply meant that a light little Elto I had brought along as a spare would have to be hooked up for wheel-horse duty at the outset.

We got away immediately after lunch the following day. Tom, who had been over the road before, led the way in his own car, into which was packed the rest of the crew with the exception of myself. I rode with the driver on the seat of a heavily overloaded truck.

The crew, evidently a rough lot, sang noisily as their old car bumped along, punctuating their booming choruses with frequent shots at dove and quail from the pump-guns trained to port and starboard. Apparently the hard-boiled river roustabouts were celebrating their departure after the manner of proper deep-water sailors. Every time I heard them guffaw I told myself that Tom was regaling them with a description of my ice-cream pants and bamboo cane. Plainly I was going to have a lot to live down before making my honor white with a gang of rough-necks like that.

A heavy thunder storm drenched us as we climbed up through the pine-fragrant forests of the San Francisco massif. Out of the mud at the end of a mile, we coasted for a while through flower-strewn mountain meadows and then turned into an undulating ribbon of road which swept in broad curves across a cinnamon-brown slope toward the heliotrope cliffs of the Painted Desert.

Crossing the gorge of the Little Colorado on a suspension bridge, the driver took the occasion to recite the well-worn classic about the man who had fallen into that some-time raging stream and got all—dusty. The yarn is on tap at various and sundry *arroyos* of the arid Southwest, but at none with more point than at the Colorado-Chiquita. Literally a raging torrent of enormous volume at seasons, there are many months in the year when great stretches of its cliff-walled bottom do not flow enough water to drown a tarantula.

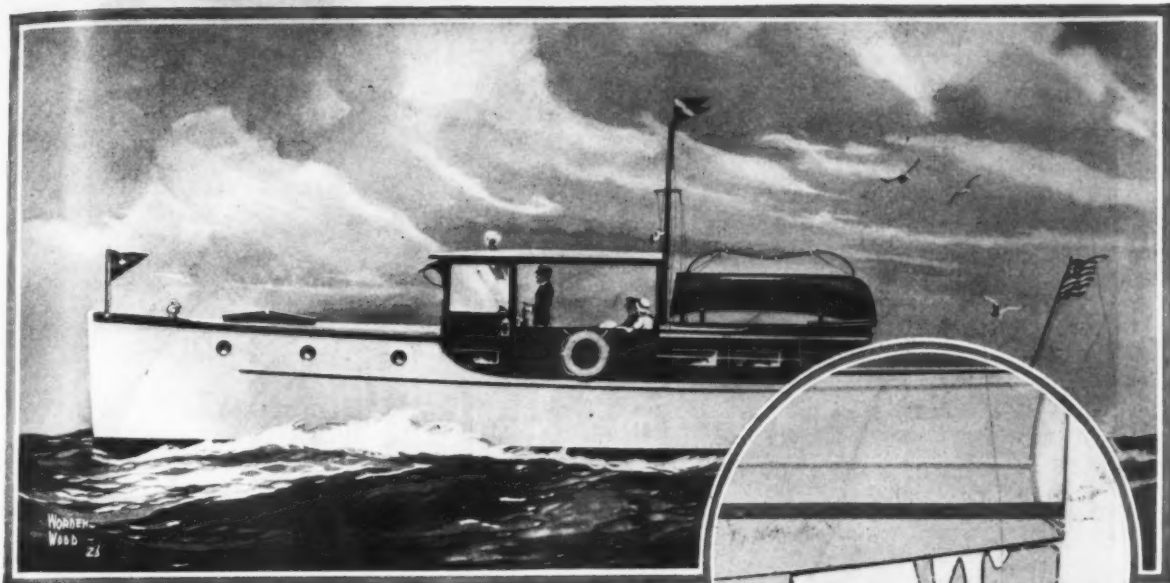
Leaving the main road beyond the bridge, Tom turned off on a more northerly course which for a while ran parallel to the river. For a ways we ducked and dodged among hillocks of black lusterless lava which, seeming to absorb the dazzling sunlight, was as easy on the eyes as it was hard on the tires. Presently a delicate rose-lavender mist began to form ahead, shot with whorls of more vivid blue and terra cotta where the dust clouds from Tom's invisible car marked its sinuous course. Bumping over a low saddle between rounded chocolate hummocks the truck descended in a swoop to a slender out-flung tenacle of the Painted Desert.

There are points in the *Desierto Pintado* where the colors seem fairly to sizzle, fairly to steam across the earth in flaming scarves of scarlet and carmine. Several such fierce furnaces of color I had described from the summits of the Franciscos—lurid pools of light that threw the reflection of smouldering fires even upon the noon-day clouds. But of such was not the softly tinted corridor by which we had entered. Here the celestial artist had taken his color *motif* from the cool quietness of autumnal skies and autumnal seas. Blues tempered with soft grays seemed almost to reach out a spirit hand to sooth the tired brow. And of the fluttering blue of the gas-flame was the haze that welled up from the *barranca* head. And like the gas-flame that slate-azure mist was fringed with streamers of sulphurous yellow. Just why we discovered presently.

In endeavoring to make a detour where a sheer cut-bank had sliced off a section of the road, Tom's car had stalled against the low hummock formed where the wind had piled dust over what appeared to be a buried log. Instead, it was a log, and a big one at that; but not until the willing crew had attacked it lustily with all four of the new axes was it revealed as a petrified log. Of course sparks of several kinds were a-twinkle and a-dance, thus accounting for that particular little patch of sulphurous blaze haze.

The *Camino Real* to Lee's Ferry became a broken thing of rags and tatters for a while after that, and if picturesque and lurid language count for aught that particular neck of the Painted Desert came in for a considerable augmentation of its color scheme. Now it was the truck that had to be helped with brush and pushing shoulders, now the car. The crew proved hard and earnest workers, both with backs and lungs. There I met them on common ground, with the slope perhaps just a bit in my favor. Only one of them out-beefed me in bulk and none of them in profanity. They were just simple, direct one-language cussers, who spat

(Continued on page 142)



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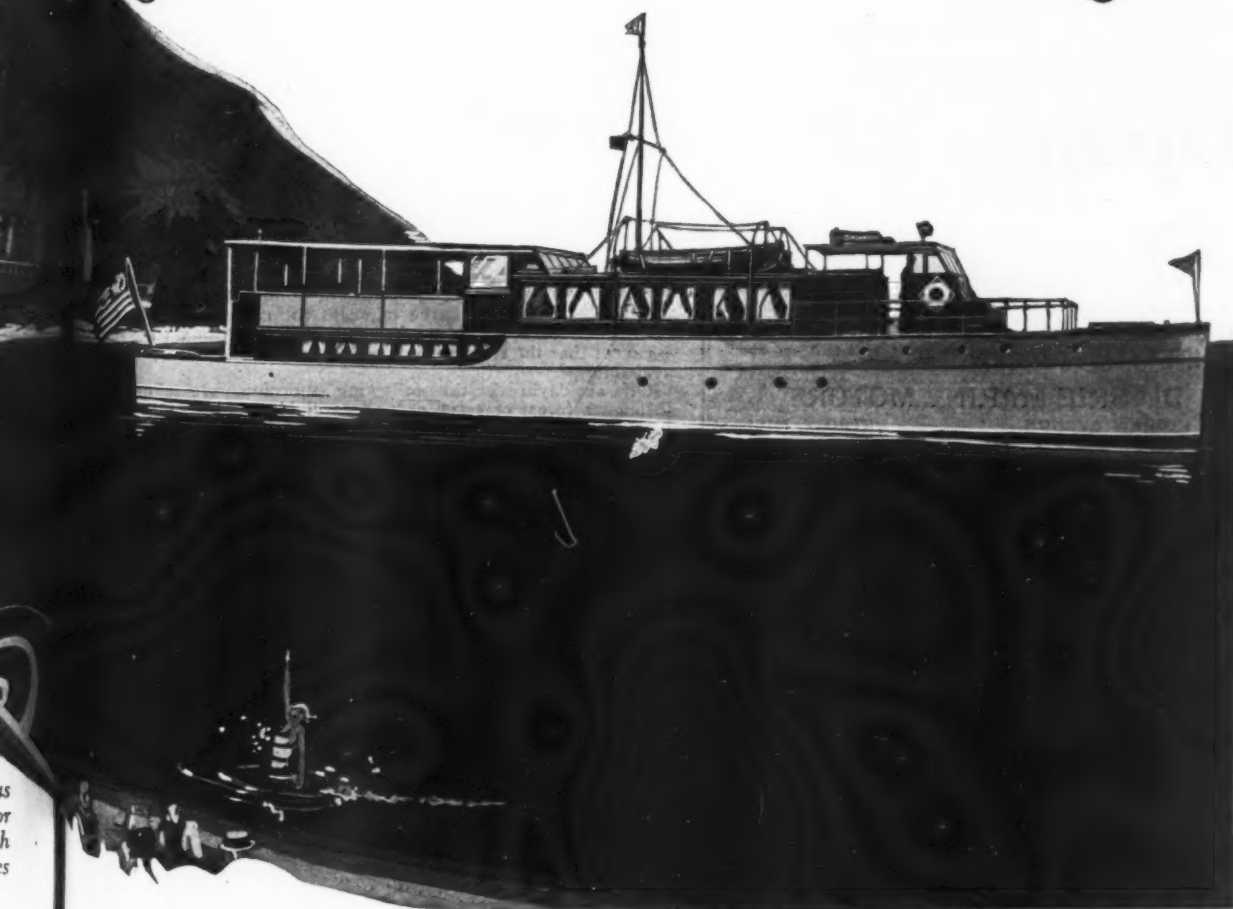
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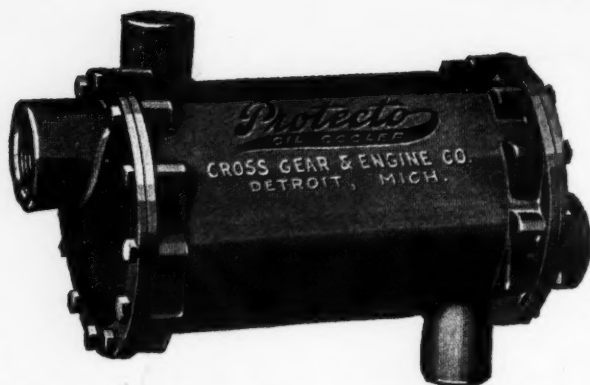
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## Up and Down Glen Canyon

(Continued from page 138)

forth what they had to say—not without a certain *esprit*, to be sure, but still with little follow through—and then began and said it all over again as fresh occasion arose. Myself—but modesty forbids. I had simply had ampler opportunity and made the most of it. I felt sure I detected a dawning respect in the eyes of those rough fellows as we pulled up out of the last bad wash along toward sunset, and knew that if only there were enough things to cuss at on the way up river I was going to make my way with them.

Anxious to make up for lost time, Tom continued running on a constantly improving road for a couple of hours after the incandescent golden-rose of the sunset flush had ceased to glow. It was after nine o'clock when he finally pulled up by the well of a Navajo trading post called The Gap. A first camp is always trying, principally on account of winnowing out ill-segregated provisions. Made at night after a hard day's travel it is still worse. On this occasion, however, the unquenchable good nature of the crew triumphed over all petty difficulties. By ten we had suppered bountifully on dove and quail and were smoking contemplative pipes on newly spread beds. And then for the first time the crew and I had opportunity for real heart-to-heart contact. Only a surreptitious cleaning of finger nails by a chap called Lute, the cook, prepared me for the shock of the sequel. Every last ruffian of the lot, including Tom's son Andy and myself, had undergone and survived the rigors of a university course. Every one, moreover, appeared to have had a more or less outstanding athletic record. Bill Ramsaur had been at California the while I pursued my precarious studies at Stanford, and had coached a football team of the old Los Angeles Athletic Club the year I had coached the University of Southern California. Andy Wimmer had gained distinction on the University of Utah eleven, and Bill Jones claimed several jumping and hurdling records. Just what they were I don't quite recall, but they were all destined to be pretty nearly broken before the trip was over; also Bill's neck. None of the lot except Tom, Andy and myself had ever been nearer a river than the top of a railway bridge. The Ramsaurs were near-oil-magnates and Bill Jones some kind of a landed proprietor in the San Fernando Valley. Tom and I had been ranchers when we last worked; likewise Andy. River-rats!

Just how Tom came finally to trust his fortunes to so insouciant a bunch of amateur river navigators he tried to explain once or twice, but never quite clearly. The fact that the only experienced boatmen on the Colorado could be numbered on the fingers of one hand had something to do with it; also the fact that you can't expect to hire a man for money to work sixteen hours a day without risking occasional mutiny. Mutiny two hundred miles from the nearest sheriff is a serious thing, especially with a schedule to maintain. There were two experienced river-men at the Ferry Tom expected to get—young Mormons who had worked with him the previous year. With one good boatman in each skiff some latitude could be taken in the choice of flunkey, and Tom took it. This worked out about according to plan—except that the river-sapient Mormon boys did not become available.

Off at daybreak the following morning, we climbed through a forest of scrub cedar to a divide before commencing the long easy descent to the plateau above Marble Canyon. Streamlets trickling from springs in the lofty cliffs on either side formed verdant little cases around which clustered the slab- and wattle-built *hogans* of the Navajos. Bright-eyed and bright-garbed shepherdesses, exploding with suppressed giggles, cleared a way for us through the clustered masses of their frightened sheep; gay young bucks, riding with the easy seats and hands of the true Bedouine that they are, cut circles about us with their pinto ponies; wrinkled squaws nodded gravely about their blanket frames in response to our waving hands. Our swift passage was like the cutting of a revealing cross-section of the daily life of these most spirited and attractive of American Indians.

Skirting a clearing in the broadening valley, we sighted a bunch of scurrying riders who appeared to be either just finishing or starting a horse race. Black, the truck-driver, corrected my surmise to that effect by pronouncing it a Navajo chicken-pull. Asked what that might be, he said it was a hard thing to describe especially when using both hands for driving, but adding that he could at least assure me that it "wasn't no game ever invented by chickens." Further questioning elicited the fact that the game consisted of trying to pluck a buried chicken from the ground while riding at full speed. As the earth was firmly stamped down around the fowl's body, with only the head being left out for a handle, a successful pull was no mean feat of horse-

(Continued on page 144)



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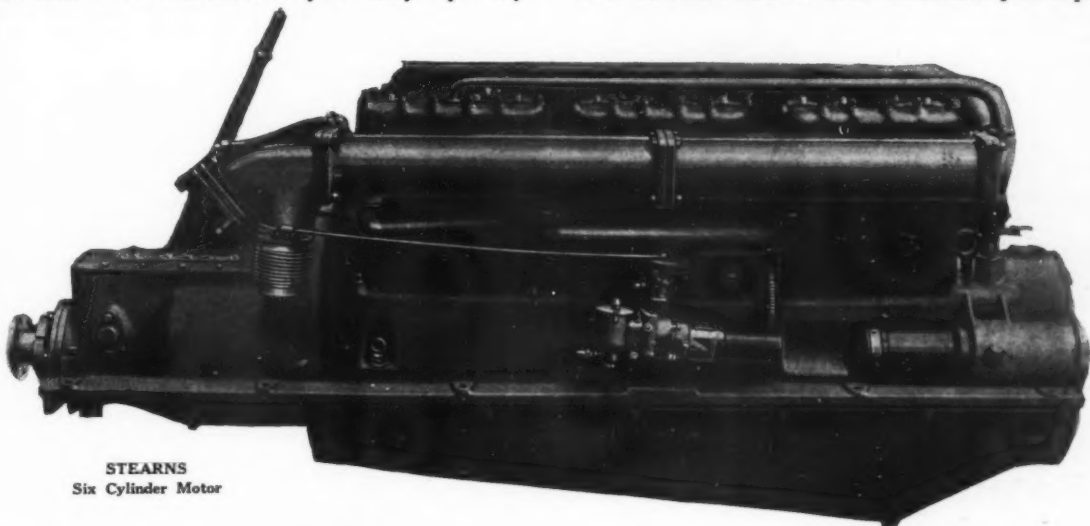
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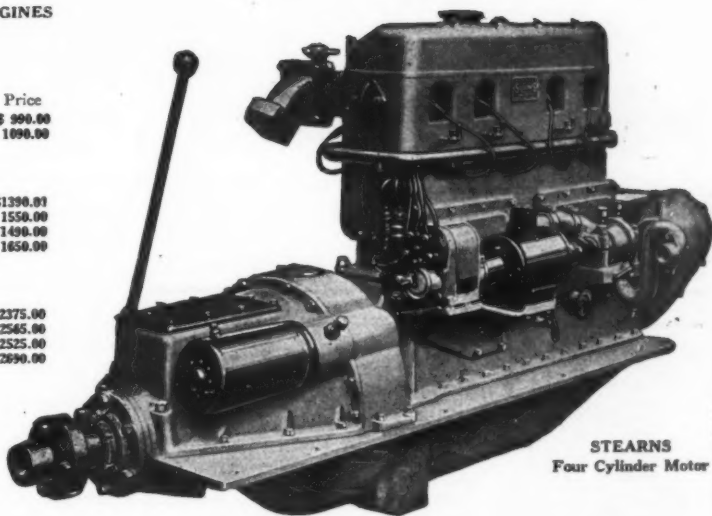
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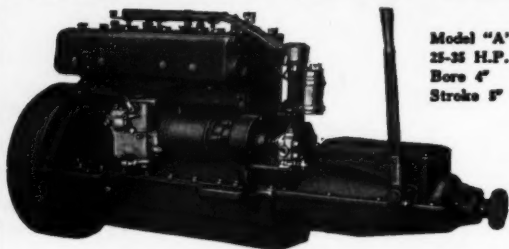


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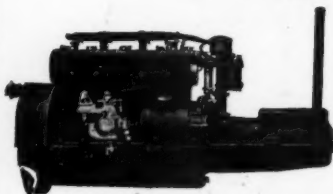
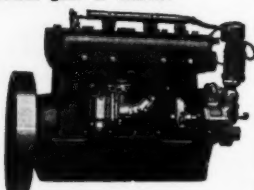


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## Up and Down Glen Canyon

(Continued from page 142)

manship. A driver, reaching too far from the saddle, often overbalanced and went rolling on the plain. That eliminated him from the competition even if he did not break his neck. The buck successfully pulling up the chicken was privileged to keep it; also—what was rather more important—the considerable pile of blankets, saddles, bridles and other silver knick-knacks pooled by the competitors as a preliminary. The same chicken could rarely be used twice, Black said. I agreed with him that the game was never invented by a chicken, though admitting that I had seen specimens of the genus flapper that looked as though they had sprung into being after some such Jovian fashion. Black, grinning sheepishly, wondered if that was how the pullet got its name. Funny thing how two men rattle along on a desert traverse.

Tom, when we stopped to help push his car out of a steep-sided gully, pointed to a wall of color-splashed cliffs blotting the northern skyline, and said that they were beyond the Marble Canyon. The main Colorado flowed our side of them, he added, but sunk thousands of feet in a sheer-walled gorge. The more imminent wall to our right was an unbroken extension of the Echo Cliffs, which we would skirt all the way to Lee's Ferry.

By an unbelievably baffling feat of riverine wizardry the Colorado continued to conceal its existence until the very instant we wheeled out upon the brink of its encompassing cliffs. By not the slightest of dips, by not the faintest of shadows was one warned that the smooth gently sloping surface of the plateau was broken by a section of the profoundest of the world's great gorges. One would almost have sworn he could walk blindfolded to the foot of the vermilion-streaked wall that the absurd map showed to rise a mile or more beyond the inner gorge of Marble Canyon. Not even Soap Creek Rapids, one of the savagiest riffles in the whole length of the Grand Canyon, revealed its presence by sign or sound.

"A sudden little river crossed my path,  
As unexpected as a serpent comes."

Although somewhat off scale, those lines of Browning's picture vividly the ultimate spark-flashing materialization of the Colorado. One moment the river wasn't; the next moment it was. One moment the truck was bumping across an apparently unbroken plain, the next it had stopped on the rim of a cliff that sprang sheer from a red-brown flood of surging water. Up-stream receding red cliffs marked the foot of Glen Canyon; down-stream a sinister black crack marked the head of Marble Canyon, the real beginning of the Grand Canyon. Directly opposite a sandy stream-streaked wash, with verdant patches of cultivation on either side, identified the valley of the Paria and the one-time ranch and refuge of John D. Lee, leader of the financial force of Mormons and Indians responsible for the Mountain Meadows massacre of the 'fifties.

A sharp succession of badly washed zigzags took us to the beginning of the historic old Mormon dugway, constructed in the 'seventies by the forerunners of the westerly moving cohorts of Brigham Young. Blasted out of the solid rock of the cliffs in days when powder was scarce and expensive, this mile-long gash above the river had never been intended to furnish more than a precarious route of passage for pack-train and mule-team between the Ferry and the open plateau. Autos had negotiated its out-shelving curves on occasion, but without serious risks. For trucks it had hitherto been rated as the head of navigation. Camp was made at the outer end of the dugway, and the goods transported to the Ferry landing by wagon. Since in our case this would have involved a day's time that we could hardly afford to lose, no serious objections were raised when Black, quite on his own initiative, volunteered to drive his outfit right through to the Ferry.

At this juncture, not to appear backward, I did a bit of volunteering on my own account. Climbing down from the seat and suggesting that it might be a lot safer if someone ran along behind and blacked the wheels with a rock, I volunteered to undertake that important duty myself. I didn't say who or what I thought might be safer, and if the others wanted to infer it was the truck I had in mind, of course, they were welcome to. What I really was driving at was the complete disassociation of my own fate from that of a driver who was bent on flying in the face of Providence and probably the bosom of the Colorado.

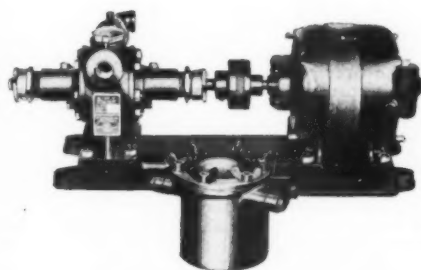
Black—thinks to the fat that his truck was new and his nerve as steady as his hand—made the Ferry without mishap. Perhaps it is a mistake to make the feat a matter of public record. If anyone with a less adequate mental, phy-

(Continued on page 146)

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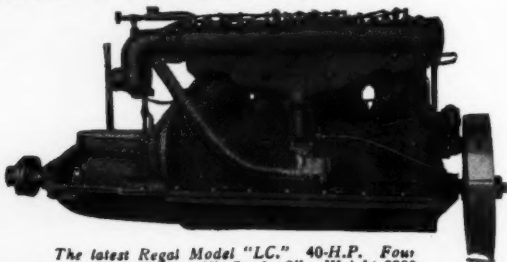
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## Up and Down Glen Canyon

(Continued from page 144)

sical and mechanical equipment ventures to duplicate it there is almost certain to be slow music in Flagstaff, even if the service is only one of memorial. As a delicious anticlimax Black, after teetering on two wheels for a mile along a shelf from one to two hundred feet above a swiftly running stretch of the Colorado, all but refused to cross an almost placid reach on the rickety ferry. Moreover, when we pulled him back in a skiff the next morning, he confessed to and exhibited considerable nervousness. It was a case of every man to his game, the steel-nerved driver explained from the bank. For himself, why he never could cotton to nothing with water in it nohow.

It was the two Johnson boys, owners of the Ferry and managers of the ranch on the Paria, when Tom had been counting upon to complete his crew. To his considerable consternation he learned, immediately on our arrival, that neither was going to be available. One was away and the remaining brother had been unable to find a man to take charge of the Ferry. Tom, after taking stock of the boats and the huge pile of stores to be transported, pronounced the job the stiffest piece of up-river work ever undertaken on the upper Colorado. "And it's up to you boys to pull it off," he added grimly with a snap of his steel-trap jaw. Plainly the amateur river-rats were going to have a chance to show their quality.

The boats we were to take had been constructed by the Southern California Edison Company for the use of their engineers who had made the surveys in Glen Canyon the previous summer. Very solidly built in the first place, the rough bangings against rocks had left the heavy planks of their bottoms considerably shattered. Water poured through in streams on launching and the worst of them required brisk bailing to be kept afloat in pulling up-stream to our camp. Twenty-four hours of soaking stopped the worst of the leaks and careful caulking most of the rest. A certain amount of seepage through some of the crushed planks persisted, however, and it was evident that it was going to take a deal of nursing to keep the aspiring flood of the Colorado on the under side of those boulder-battered bottoms until the end of the trip.

The outboard motors were assembled and tried out during the afternoon of the sixteenth. True to form, my Little Elto, clamped to the rail of the Ferry-boat started and ran like a top at the first turn. No less satisfactory was its trial run on the stern of my still leaking boat. Tiny as it looked in comparison with the other motors, there was still power and to spare in its diminutive cylinders to drive the big skiff at good speed against the four-mile current. I had used an Elto down nearly three thousand miles of the Missouri and Mississippi the previous summer, unclamping it finally in New Orleans in practically as good shape as when I shipped it at Bismarck. But this was running with the current on a light boat, and in rivers with bottoms of sand and mud and offering nothing to bump against harder than snags. Pushing a thousand-pound load in a six hundred-pound boat against the current of a river flowing in a continuously rock-walled canyon was quite another matter. Also to be reckoned with was the fact that the abrasive action of the grit-charged waters of the Colorado was incomparably more severe than even that of the muddy Missouri. Impossible as it seemed in contemplation, I felt confident that the little motor, barring accidents, was going to prove equal to pushing my boat and load against all but the heaviest sets of current. Whether I would have to rack it to pieces by running continuously wide open to maintain the pace of its heavier and more powerful rivals remained to be seen.

Tom, who had made some use of outboard motors in freighting for another government party in upper Glen Canyon the summer before, was determined to take full advantage of the experience gained on that occasion in preparing our own motors for the stiff grind ahead. Against the inevitable and continuous bumping of rocks to be expected, he hinged the section of the stern to which the motor clamped, so that the effect of striking an obstruction would be to tilt rather than break it. Having found that no plunger pump would stand the scouring of the Colorado water for more than a few hours, he dispensed with pumps entirely, replacing them with five gallon gasoline cans, set on boxes in the stern, from which water to cool the cylinders could be circulated through rubber tubes. To minimize the scouring of the submerged gears, these were to be opened and greased twice a day, where once a month would have been sufficient for continuous running in clear water. A certain amount of trouble from running hot while the motors were wide open in the rapids would be unavoidable, but this was

(Continued on page 150)

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Gen. Set, Unimote 2 k.w.  
Lighting, electric

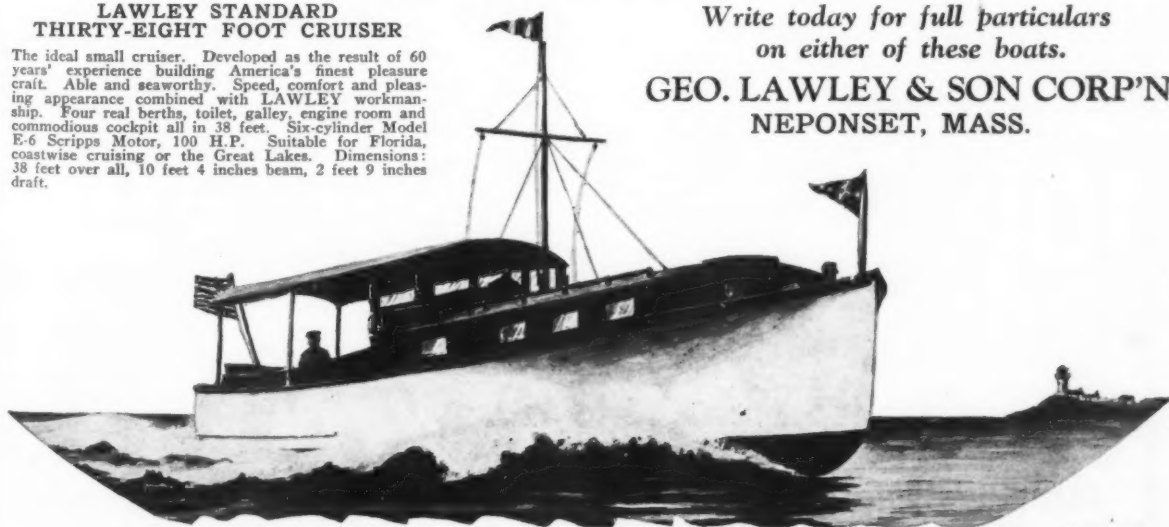
It is delivered ready for service with the following equipment: Anchors, chain, lines, fenders, government equipment, dinghy, 12-foot launch, oars, davits, blocks, searchlight, harpoon pulpit, covers, awnings.

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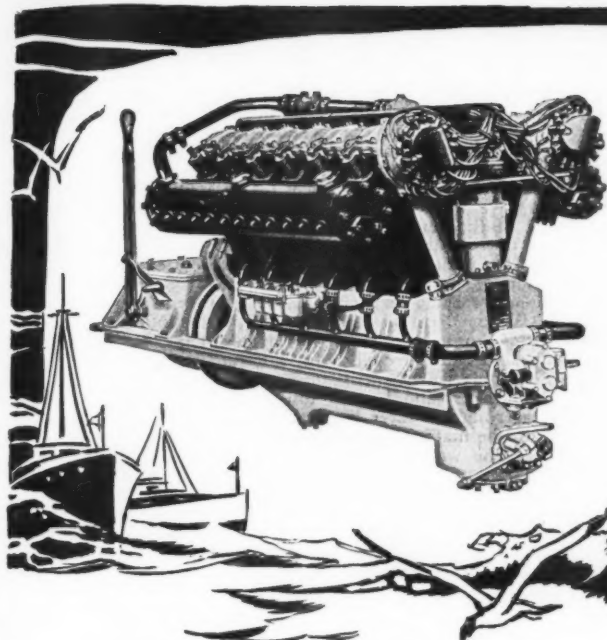
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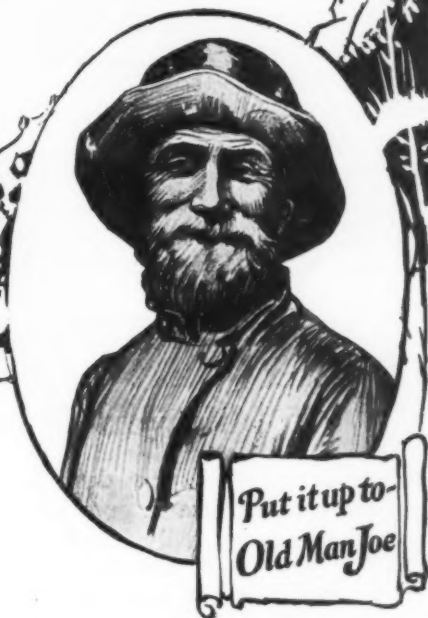
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*at*  
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**This**

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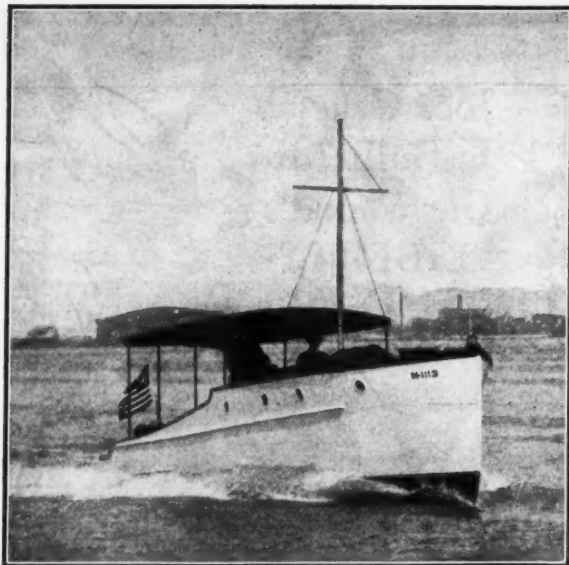
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*The Kermath 65 horse power six cylinder motor provides a power plant of unusual smoothness, a speed of fifteen miles per hour, and a highly economical running cost is assured with this very practical time-tried engine.*

**MARINE CONSTRUCTION  
COMPANY**

Wilmington

Delaware

## Up and Down Glen Canyon

(Continued from page 146)

to be provided against as far as possible by using an excess of lubricating oil. Slight adjustments of the carburetors were made necessary by the fact that we were starting on an altitude of over three thousand feet and would be adding to that considerably every mile.

With all four boats loaded to within a few inches of their gunwales, we were ready to push off at nine o'clock on the morning of the seventeenth of August. Piled on the bank stowage of the huge accumulation of provisions, gasoline, camping outfit, life-preservers and an endless lot of spreads and sundries seemed to present an utterly hopeless problem. The carrying capacity of an eighteen-foot skiff of broad beam is deceptive, however. It took much tentative stevedoring to bring them to a proper trim, but none of the boats was dangerously low for smooth water. There were no rapids worth mentioning to be encountered for the first forty miles, and by the time we began to breast the somewhat rougher water beyond, both provisions and gasoline would be materially reduced.

Short as he was of man-power, the assignment of crews was a matter of no little concern to Tom. Whether driven by a motor or by oars, the efficient handling of any boat on a rough-banked swiftly moving river requires an extra man to push off into the stream and to jump over and catch the bow in landing. With but six men—most of them green—to four boats, it was inevitable that two units of the flotilla should be manned single-handed. Because my little motor promised to give no starting trouble, Tom designated me as one of the lone mariners. The choice of the other was between Bill Jones and Lute Ramsaur.

Tom made tentative award of the honor to Bill on the score of his more comprehensive experience. He had been a stoker in the Navy during the War, and since then the secretary and *zanjero* of a water district in the San Fernando Valley. Lute could claim no more than that he had paddled around a bit after ducks on the sloughs of an Alamitos gun club. As there was no question but what irrigation ditches flowed faster than duck sloughs, Bill seemed to have a distinct edge in the matter of swift-water experience, to say nothing of having shovelled coal on a battleship.

Tom, as befitted the Commodore of a Flagship that would also have to function as a relief tender, claimed Bill Ramsaur as Chief Mate and Bo'sun. Lute went to Andy Wimmer's boat in a similar capacity. In his case, as his principal avenue of self-expression was supposed to lead among the pots and pans of the cooking outfit, it was planned to make his navigational duties as light as possible. Unfortunately (for Lute), that term possible had to be given a very elastic interpretation.

Held in leash against the old ferry-boat, one after another the four motors were coaxed into action. The unmingled explosions, magnified many-fold as they were tossed back and forth between the towering red sandstone cliffs, rattled with the ear-splitting staccato of hard-pumped machine-guns in the heat of action. With all the engines hitting sharply and evenly, Tom signalled for our friends on the ferry to cast off mooring lines, and out into the swirling red-brown current we swung in a very fair imitation of what the Navy calls, Line Ahead.

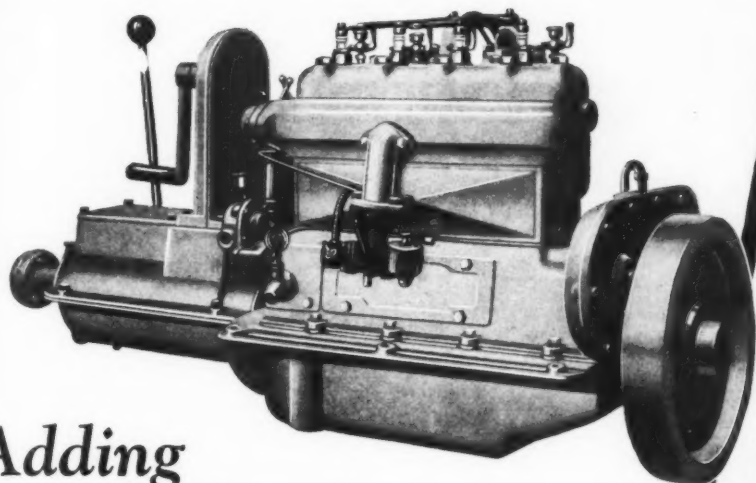
This was the first, last and only time the flotilla breasted the flood of the Colorado in anything even remotely suggesting regular formation; but since the line did not begin to writhe and crumble until it passed around the bend ahead, that was all the indubitably impressed populace of Lee Ferry ever knew about it. They were still speaking of the spectacularity of our departure when we drifted back around that same bend a month later. What befell in the interim is another story.

(To be continued)

## The Pine Orchard Club

The yachting activities of the Pine Orchard Club, Pine Orchard, Conn., are being stirred up by a few live wires who have gotten together with plans to make an honest to goodness yachting department in the club. Headed by Commodore H. M. Whiting, and loyally supported by John K. Murphy and S. M. Bradley, experienced members of the United States Power Squadrons, Inc., the club has gone ahead and put in a small breakwater, and dredged out a basin to a varying depth of from six to ten feet, providing shelter for small boats. Arrangements have been made to supply fuel and water, and provisions can be secured on short notice. Visiting yachtsmen are invited to stop, when in the vicinity.

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### Twenty-Six Feet from Broadway

(Continued from page 23)

finger half of it was broken off. This meant a long delay while the Skipper telephoned New York for a new valve and vowed that upon another trip a few such extra parts would be carried along.

When we drew up to the terminal at Whitehall, Elizabeth lay ahead of us and the Conlon family stood upon the dock to greet us. They too were waiting for the functioning of Uncle Sam's mail service and for two days we were in company. We lay just above the dock through which we were later to pass into Lake Champlain and as we waited and visited and entertained the curious who strolled by to look us over, we would occasionally see the lock gates open and there would emerge some yacht which, having completed its cruise of the lake, was returning to less romantic country. Most of these lay over for a few hours or for the night and from those abroad we had word of weather conditions at various points upon the lake and from every one with whom we talked we received glowing accounts of the trip they had taken. On Saturday Elizabeth left us with the promise that if we were not too long delayed by waiting for our engine valve, they would see us at Partridge Harbor, a few miles north of Westport. Our enforced stay at Whitehall had its monotony broken by the arrival of two lads from our own home Port of New Rochelle. They were making a canoe trip from New York to North Hero Island and came into Whitehall in tow of a friendly yachtsman. They arrived late in the evening and piling canoe and dunnage bags on the grass plot alongside the dock they crawled into ponchos and lay down upon their backs under the friendly stars. It wasn't long until the friendly stars were hidden by clouds and presently the rain began to fall. Although the moist weather, none too warm did not seem to bother them, it did arouse the maternal instinct of Jobeanka's First Mate, to the end that they were finally prevailed upon to come aboard and spend the night upon cots placed in the cock-pit.

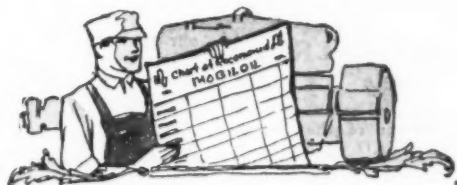
Our stay in Whitehall was delayed until Sunday. Not because we were so much in love with Whitehall or with the dirty yellowness of the water of the canal where we lay above the lock and the silk mill and the little bridges that separate the residential from the business sections. Rather we stayed because we lacked a new valve for our motor and without it our temperamental power plant refused to perform. But on Sunday morning, through the courtesy of an obliging postmaster, the valve came into our hands and with the help of our gentlemanly mechanic it was finally ground into place, all the bolts and nuts and caps and screws were returned to their respective positions and, nothing being left over or unaccounted for, we turned on the gas, touched the starter button and found that we were once again in good order and ready to go. In the late afternoon we moved down the remaining quarter mile of canal and into the lock chamber for the last drop into the sea of our exploration. The lock machinery seemed to clang with more than the usual noise that quiet afternoon and when we reached the lower level and were to go, we returned the adieu of the attendant with a queer feeling that somehow we were going out into an uncharted ocean of weird proportions and uncertain shore and that, after all, we were but a very small part of this great world of huge mountains and expansive seas and great ships. Our twenty-six feet of keel and our eight and a half feet of beam seemed at that moment to be so little to pit against this greater body of water so tightly held on every side by the rising heights of the mountains above us. The weirdness of the scene, made more so perhaps because it was the realization of a dream, might have held us indefinitely enthralled but for the prosaic necessity of giving attention to the wanderings of Jobeanka from the winding channel that must be followed from the Whitehall lock to the Narrows of Dresden. Our little ship seemed to have caught the spirit of our adventure—in fact I think Jobeanka always had that spirit—and fairly romped her way, if ships do romp, through that long narrow passage of sharp turns and high rocky shores with log booms floating in the water as a protection to passing craft. We finally came into wider stretches, lined with rush marshes and low-lying meadows, and still further along with the abruptly rising cliffs that close in to form the Narrows of Dresden and make a gateway to lower Champlain. Our way was marked with channel buoys, each numbered, and as we counted them off we knew that when the last one had finally slipped past our starboard beam it would be time to look for an anchorage, time to start the Galley Kook, time to do those dozen and one things which constitute the pleasure of laying to for the night.

(Continued on page 154)

*A Little History:* We were first to study motor boat, automobile and airplane lubrication scientifically.



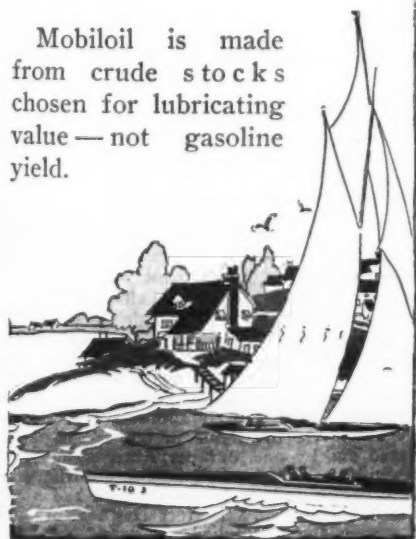
*First* to expose the danger of heavier oils for worn motors.



*First* to chart lubrication so that anyone able to read could select oil with scientific accuracy.  
Today

57 of the leading makers of motorboat engines permanently affix Mobiloil recommendations to their engines.

Mobiloil is made from crude stocks chosen for lubricating value — not gasoline yield.



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THE correct grades of Gargyle Mobiloil for lubrication of prominent motorboat engines are specified below.

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If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write the Vacuum Oil Company, 61 Broadway, New York City.

NAMES OF MOTOR BOAT ENGINES	1925 Engines		1925 Engines		1925 Engines		1925 Engines	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Buffalo, R . . . . .	B	B	B	B	B	B	B	B
" Heavy Duty Models . . . . .	B	B	B	B	B	B	B	B
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Fry & Bowen, L41, 44, 64 . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Gray, 2 Cycle . . . . .	A	A	A	A	A	A	A	A
" 4 Cycle . . . . .	A	A	A	A	A	A	A	A
Kermath, 1 to 20 H.P. incl. . . . .	A	A	A	A	A	A	A	A
" 50-70 & 100 . . . . .	BB	A	BB	A	BB	A	BB	A
" (other models) . . . . .	B	A	B	A	B	A	B	A
Lathrop, 100 . . . . .	BB	A	BB	A	BB	A	BB	A
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Niagara, D Series . . . . .	B	Arc	B	Arc	B	Arc	B	Arc
" Special . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, 2 Cycle . . . . .	B	A	B	A	B	A	B	A
" Heavy Duty . . . . .	B	A	B	A	B	A	B	A
" (other models) . . . . .	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Peerless, Heavy Duty . . . . .	A	A	A	A	A	A	A	A
" (other models) . . . . .	B	A	B	A	B	A	B	A
Red Wing, Thorobred . . . . .	B	A	B	A	B	A	B	A
" (Red Top) . . . . .	BB	A	BB	A	BB	A	BB	A
" Thorobred . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Scripps, F4 & F6 . . . . .	BB	A	BB	A	BB	A	BB	A
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Sterling, Neptune . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
" (other models) . . . . .	A	Arc	A	Arc	A	Arc	A	Arc
Universal . . . . .	A	Arc	A	Arc	A	Arc	A	Arc

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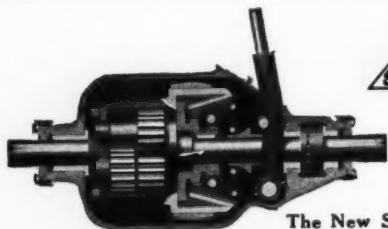
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Gar Wood, Inc., recommends it very highly.

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## Twenty-six Feet from Broadway

(Continued from page 152)

The Skipper of Jobeanca lays no claim to ability in the matter of description. He is in fact one of those ordinary individuals not especially fond of detail who gets his pleasure of scenery through impression. To the First Mate he is hopeless, because he can neither tell or remember the color of one's eyes, or hair or clothes, and seems able to classify folks only as kind of fat or rather tall or the other way around. It would be perfectly hopeless for him to even attempt a description of that combination of mountainous shore and blue water and nearly clear sky which under a gorgeously setting sun held us enchanted on the summer evening of which we write. On our starboard side many little camps lay quietly among the pines at the base of the sharply rising hills and an occasional canoe with its load of resorters moved gently across the still surface of the water so as to give one the impression that each had grown there from its own small seed and was indeed a fixed and living part of the panorama that nature had spread before us. From the port side could be seen the higher rises of the Adirondacks with their soft covering of lovely green and it was because of the promise of greater quietness and seclusion as well as of good holding bottom away from the path of the greater ships, that we pointed our bows in that direction and dropped our anchor in ten or more feet of water some hundred yards from shore. Close along the shore line, almost hidden by the pines, could be seen the steel rails that still held us to civilization and just beyond the mountain side were two cabins, so well hidden among the trees that they might easily have been passed unnoticed. Between Jobeanca and the shore could be seen the marker float of a mooring, indicating to us that later in the evening we might have company. Against the shore opposite the mooring was a lightly built dock upon which we now discovered two quietly disposed gentlemen engaged in the gentle art of angling, with no apparent reward for their patience. Everything, from the high dome of Heaven to the clear depths with the waving sea fern beneath us, seemed to be in perfect tune and happy accord. The First Mate, for the moment turned Cook, went about her evening task in a subdued sort of way and was inclined upon the rare occasions when speech seemed necessary to speak in whispers, while the Skipper for the first time since leaving Manhattan, refrained from making flippant remarks upon the cook's lack of speed in getting relief to a starving mariner. Dinner was finally eaten in a rather awesome silence and finished just as the sun slipped quietly out of sight, shutting off its light and leaving in its place the thin silvery crescent of a young moon. After the essential post dinner ceremonies, which are sometimes so fatal to the thorough enjoyment of such moments, the Skipper and the Mate slipped into favorite chairs for a quiet contemplation of the starry heights and a more complete enjoyment of the grandeur with which they were so completely surrounded. Surely there was not a single thing to be desired, not one other factor necessary to the perfection of the hour. Yet the pale blue of the sky had scarce deepened in contrast to her myriads of silver stars before there came across the still water a sound of singing voices in that old, old hymn of camp meeting preference.

"Oh, Happy Day! Oh, Happy Day!  
"That Jesus washed my sins away."

and this was followed in turn by others no less familiar and no less suitable to an evening hour. Then, as though inspired by sound of the voices which came across the water from the meeting camp—and I have no doubt that was the inspiration—there came from the farthestmost little cabin on the hillside above us the soft notes of a saxophone playing without a single fault:

"I dreamt I dwelt in marble halls  
With vassals and serfs at my side"

followed almost without pause by selections from all the old and lovely operas for which the Mate, at least, has a lasting affection. The applause of Jobeanca's crew apparently encouraged this hermit musician, and for more than an hour one delightful solo followed another. Finally, as the evening wore away and the lights in the camps across the lake disappeared one by one, our performer swung into the familiar notes of the only logical number for the conclusion of such a program and we listened, as we had never listened before, to "The End of a Perfect Day". Not until after the last lingering tone had died away and the light in the little cabin had flickered and gone out did the First Mate come back to earth and water and oak planking to inquire of the Skipper as to what time it might be getting

(Concluded on page 156)



"A good many years ago, I think in 1909, my father bought one of your pressed steel boats. The boat has seen good service. \* \* \* When I do go to the lake, all I ever have to do is to drop her into the water, turn the crank and off she goes."

Anna C. R. Dunn  
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The statement quoted above is not so remarkable when it is known that there are many Mullins Steel Boats made a third of a century ago which are still running and in good condition. There is every reason why they should last as long again.

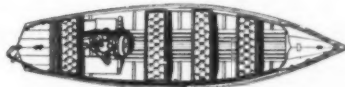
Mullins boats are absolutely safe, are always dry and clean. They are unsinkable and will not leak, dry out or crack, water-log or puncture. They need no caulking or repairs. They are easy to operate and are sold under the strong Mullins Guarantee.

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The boating enthusiast who wants a high-grade but inexpensive runabout, one that is built soundly by skilled craftsmen, will find the MARINOBILE is just the kind of boat he wants. Powered with a fully marine converted Ford motor, it gives you the same advantages of economical operation and low upkeep that the world's most popular car gives on land.

Two Models—16'9", Painted White - - - \$995.00  
18' Mahogany finished all over, including cockpit \$1250.00  
f. o. b. Kearny, N. J.

**T. J. BULGER**

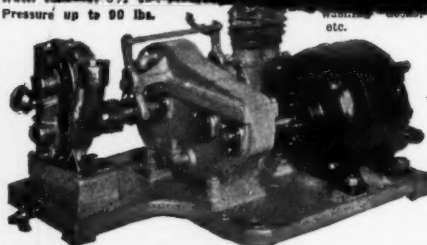
SHOWROOM and SERVICE STATION:

470

KEARNY, N. J.

**AQ**

Air capacity  
Pressure  
Water supply  
Pressure up to 90 lb.



Adopted by Elco Works

Manufactured by  
**BOWLER, HOLMES & HECKER CO., 259 Greenwich St., N. Y. City**

Compressor and  
Bilge Pump  
CALLED

air for whistle,  
fuel supply. A  
priming water  
fire protection,  
muddy anchors,  
etc.

For use only  
on yachts  
equipped with  
lighting plants.  
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compressor or  
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can also be  
had.  $\frac{1}{4}$  HP  
motor, 32 or  
110 volts.  
Very best ma-  
terials used,  
carefully made  
for service,  
thoroughly  
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Write or Wire  
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## Twenty-six Feet from Broadway

(Continued from page 154)

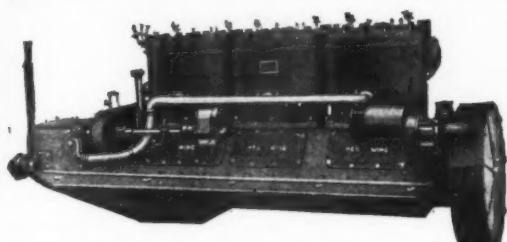
to be. And before that worthy could pull himself back into an every day world for long enough to consult his more or less reliable time piece the answer came, a mile or more across the water from the opposite shore, in form of the unmistakable voice of Milton Cross which was immediately followed by the strains of Godfrey Ludlow's incomparable violin. Then we knew that, in New York at least, it was ten o'clock in the evening even though to we two fresh water sailors on Lake Champlain it mattered not one iota.

The distance from Benson Landing, opposite which we lay, to the ruins of Ticonderoga is seven miles and from Ticonderoga to Calamity Point is twenty-four miles, so that when we finally got under way after what was thus far at least the most enchanting night of this cruise of wonderful days and more wonderful evenings, we had a run of thirty-one miles ahead of us. No need, therefore, for haste and the little Twenty-six started under a half trottle with Skipper and Mate intent upon exploring all the interesting and historical points which a small map indicated as upon our route. A wonderfully cloudless sky and the still blue water, together with the vivid recollection of what was behind, added to the keen enjoyment which comes from a motor that starts readily and a prow that cleaves the water with the ease and grace of an ocean liner. For indeed we felt, as we cut the ever-increasing breadth of lake, much as though we were a big ship on a little sea and as we sailed this feeling was strengthened by the flattering comments of those with whom we came in contact and by the increasing heartiness of the salutes we received from passing craft. For a twenty-six footer on Lake Champlain is not only a class one boat but is a first class boat as well. So we sailed that morning up toward Mount Defiance, which looks majestically across the lake to the lesser heights of Mount Independence and down upon Old Fort Carillon, which was a stronghold having already attained its majority before the Declaration of Independence.

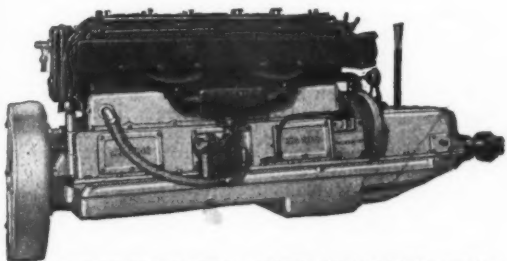
We had expected when we left our home port that we would be able to sail right up to the town of Ticonderoga, but upon making Montclam landing, which is at the mouth of a little stream a mile or more below the city, we discovered that this could not be done without a more thorough knowledge of the creek than we possessed or could get from the chart we carried. Therefore we tied up at the steamboat dock beside the railroad station and the Skipper proceeded to town by train, being lucky in finding one about to leave. As the train run is less than ten minutes and the Skipper had nothing to occupy him beyond securing a package of mail and negotiating the purchase of a few galley supplies, a deal was entered into with a local taxi pilot and the return trip to Jobeanea was accomplished within a half hour. At once lines were cast off and we continued the voyage northward past the ruins of the old fort, on through the open draw of the long since abandoned railroad trestle and then straight away past Crown Point toward the light house and old Fort St. Frederick and just beyond what is believed to be the site of Champlain's Battle with the Iroquois more than fifty years before the fort itself was built. Then Chimney Point was passed and we put into Port Henry for gasoline and ice, having in mind that by so doing we would not find it necessary to stop further along at Westport and thus delay our arrival at Partridge Harbor, of which we did not know the exact location and the hunting of which we did not fancy as an after dark task.

The barge terminal dock at Port Henry is far removed from the town upon the hill and while we found the getting of ice an easy matter, the gasoline was another story. Enough to say that while the Skipper lugged the ice the First Mate went to look for the gas man and that she presently returned perched upon the front seat of an automobile of ancient vintage beside the dirtiest looking gas man it has ever been my ill luck to look upon. The gasoline itself was in the rear of the carryall in five gallon cans and as a storm was breaking over the mountain and in consequence Jobeanea was rolling more than a little, the transfer from cans to tank was not made without some difficulty, especially as the combination of can and funnel and human hands totalled more in linear inches than the builders of our little ship had fured upon. However, the liquid fuel was finally gotten into the tank without the loss of more than a gallon or two and in the light of later developments there must have gone in with it a liberal quantity of assorted garage refuse, because from that point on to the head of the lake we were continually in trouble with dirt in the carburetor. But the gas man, bless his soul,

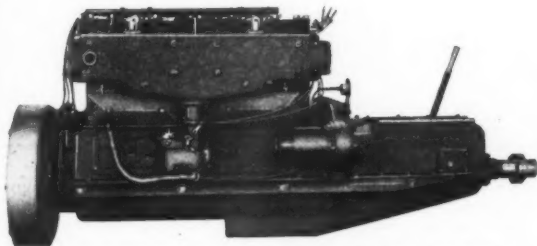
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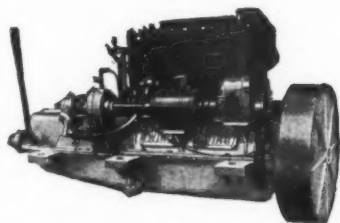
The 5"x7" Big Chief SIX, 85-110 H.P., and 5 3/4"x7" Big Chief Special SIX, 110-150 H.P., THOROBREDS, with 7-bearing crank shaft. Powerful and sturdy power plants for cruisers and commercial boats.



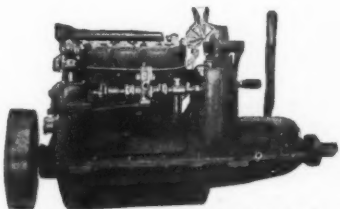
The 4 1/2"x6" BB-SIX (LITTLE CHIEF) THOROBRED; medium duty, 50-75 H.P., for cruisers, and high speed, 80-110 H.P., for fast runabouts. 7-bearing crank shaft and all modern refinements. A motor you'll be proud to own.



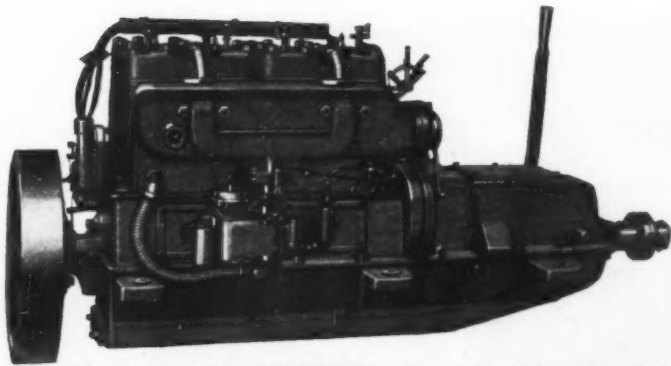
The four-cylinder Big Chief 50-60 H.P. and Big Chief Special 75-90 H.P. THOROBREDS. Reliable and durable.



The popular Model F, 28-36 H.P., and B, 32-40 H.P., THOROBREDS. Bore, 4 1/16" and 4 1/8"; stroke, 5"; 4-cyl., 4-cyc. No finer power plant for medium sized cruiser or substantial runabout.



Model D, 10-14 H.P., the smallest 4-cyl., 4-cyc. THOROBRED. Bore, 2 3/8"; stroke, 4". Ideal for tender, runabout or auxiliary.



The Model AA, 18-24 H.P., THOROBRED. Bore, 3 3/8"; stroke, 4 3/4". Good medium power for cruisers or runabouts. Economical to operate, and absolutely dependable.

## Red Wing Thorobred

THE MOTOR WITH POWER TO SPARE

### Which One of These Red Wings Do You Want?

Illustrated herewith are the popular two-, four- and six-cylinder Red Wing THOROBREDS, from 7 to 150 H.P., which offers correct power for all types of boats; tenders, runabouts, fishing or workboats, auxiliaries and cruisers of all sizes. Each size built both in medium heavy duty or high speed type; larger sizes in true twin-screw type from ground up. Each model strictly modern in design and equipment, and so quiet and smooth running that you'll be proud to exhibit it to your friends. In selecting a Red Wing your guarantee of dependable service is the THOROBRED record of over 25 years of continuous customer satisfaction.

Which of these THOROBREDS appeal to you for your particular installation? We are anxious to serve you with full details. Why not write us today? No obligation. We want you to have all the facts about these splendid power plants.

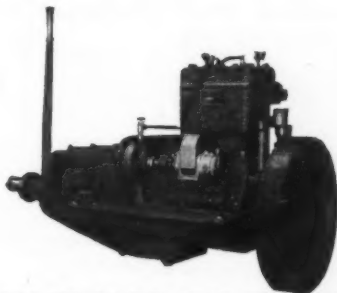
*Complete catalog and diagrams of any size on request.*

## RED WING MOTOR CO.

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Red Wing, Minn.

U. S. A.



Model KK, 7-8 H.P., double cylinder, four-cycle THOROBRED. Bore, 3 3/8"; stroke, 4 3/8". Widely used in fishing boats and auxiliaries. Sturdy, economical and refined.



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Arc or Incandescent  
For All Purposes



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Carlisle & Finch Searchlights have stood the test of many years' service on every type of craft and have proved to be the most satisfactory in every way.

All parts are made in the most substantial manner of the best and non-corrosive materials. The fittings are bronze. The projector is available with many different types of standards, with and without cabin control.

### SPECIAL GLASS MIRROR REFLECTOR

Size: 7" to 60" in diameter.

6, 12, 32 Volt Incandescent Searchlights  
110 Volt Arc or Incandescent Searchlights

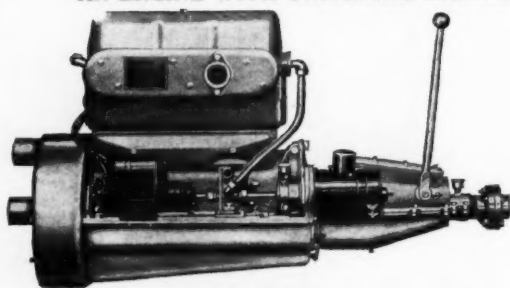
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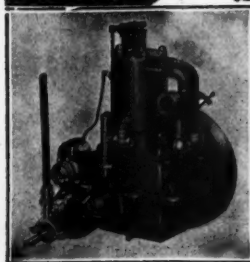
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MODEL EUMSA

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The World's Greatest  
Achievement in  
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Value!



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Model "O"  
Gray \$99

5 H.P. 4-Cycle Reverse Gear  
Bore 3 1/4" Stroke 4 1/4" & Magneto Drive

BUILT by the manufacturers of the world renowned Gray marine engines and sold on a money back guarantee. The Gray model "O" is of the most advanced design. Light weight, high power, smooth operation. Speed range 225 to 1,200 R. P. M. Oversize parts. Big power from overhead valves. Bearings bronzed backed. Annular ball type thrust bearing. Large oil reservoir. Operates on kerosene or gasoline. No other power plant gives so much value per dollar. With Wico Magneto, \$136. Write today catalog.

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Over

60,000

Satisfied

Gray Owners

## Twenty-six Feet from Broadway

(Continued on page 156)

was as big hearted as his hands were dirty, so of him we asked advice regarding the approaching storm. After carefully surveying the sky over Bulwacca Mountain he advised against our leaving the protection of the stout barge canal dock to which we were tied until after the expected squall had blown itself out. But we were getting to be regular sailors now and after waiting fifteen or twenty minutes for the promised worst to develop and nothing having occurred but heavy thunder, we decided to run for it. So for the third time that day we started out bound north, keeping close to the New York side of the lake under the lee of the high reaches of the Adirondacks, the steep and rocky sides of which drop sheer into the depths of the water and offer, from this point on to Westpoint, no shelter from a sudden blow. This time fortune was with us and as we passed Cole Bay, near which is located the greatest of the great summer camps of the Y. M. C. A., and then the little bay where on that October day in 1776 Arnold abandoned his boats, the sun broke through the clouds to give us one of the finest evenings of the entire cruise. We crossed the mile wide mouth of Northwest Bay, upon the western shore of which lies the town of Westport, and with Split Rock Mountain dead ahead we began to look about for the opening to Partridge Harbor. Jobeancas was going along at a lively rate when the First Mate, who in addition to being a first class mate, cook and able seaman, had developed into a rattling good lookout, sighted on our port bow a canoe, in which were to be seen two persons wildly waving their arms in an apparent effort to attract our attention. With the aid of binoculars it was determined that these were the two canoeists from our own home port who had spent the night with us at Whitehall, and at once Jobeancas' course was changed to port. In the course of ten minutes or a little less we were alongside our friends and were receiving from them directions into the harbor where—our pleasures seemed to be multiplying—we found Elizabeth riding at anchor, the canoeists being camped on the high ground between the bay and the lake itself.

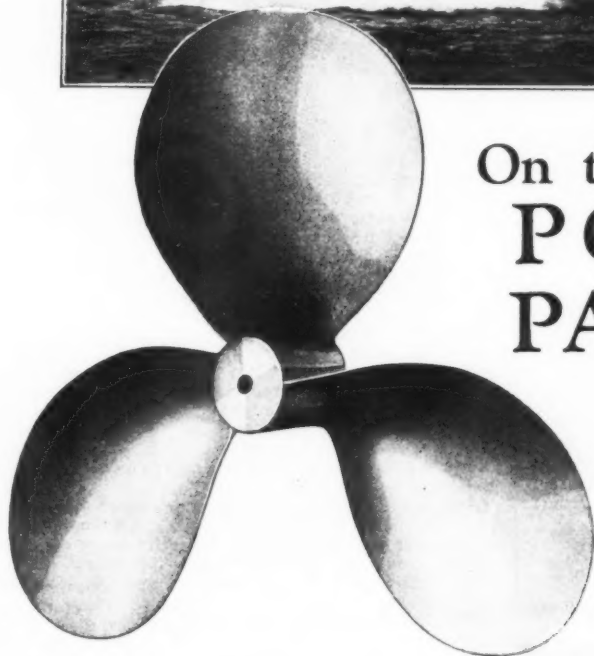
Of the many beautiful places along Champlain and into which our little ship made her way during the five weeks of her wanderings, there was none I think which made so great an impression upon both the Skipper and his Mate as did this secluded little Partridge Harbor. Perhaps it was because this was our first experience with such a combination of mountain and deep water; of rocky shores and pine clad heights; of a thoroughly landlocked refuge. Perhaps it was because we went into it under a glorious sunset to find recently made friends. Whatever may be the reason it is sufficient to give us a lasting regard for this sixty foot depth of almost crystal clear water ninety per cent enclosed by the abruptly rising rocks of its shore line and Skipper and Mate are agreed, even without it having been mentioned, that no conditions of a future cruise in Champlain waters will ever tempt them to forego the pleasure of at least one night spent within its protection. We lay that first night with a bow line fast to a tree not fifty feet from the jackstaff and a stern line to the stern anchor line of Elizabeth. Dinner that evening came on ahead of the twilight but at the close of the meal as we sat and talked of the marvelous beauty all about us we were slowly blanketed by the enveloping dusk. Then the Mate, as is her wont, began to look for the twinkling of the evening's first visible star. It seemed almost that we were within the depths of a great well, so distant the firmament, so still and calm the water, so abrupt and high the hills, with their covering of green in a multitude of soft dark shades. Not a sound disturbed the peaceful quiet of this one of many wonderful hours and even the none too romantic Skipper was content to hold his tongue and commune with nature at her own shrine. Thus we sat at ease on the deck of our little ship and experienced that all too brief period which comes between day and dark—the real twilight of a summer evening. And as the deeper shadows closed about us and there seemed to be nothing which could possibly add to the exquisite charm of the setting, there came to our ears from the mountainside above, first faintly and then increasingly stronger, the melancholy cry of a whippoorwill repeated over and over again with the almost immediate answering call of its nearby mate, each continuing their weird monotonous a score or more of times and then ceasing as abruptly as they had started. Presently the timber seemed to be fairly full of these nocturnal serenaders in a veritable barrage of plaintive protest against the invasion of their domain. Then darkness came down over us and high above,

(Continued on page 160)



Cap'n Allswell says:

"They'll have to go some now  
to land the stuff!"



## On the New York POLICE PATROLS

These "greyhounds" have to be built for business. Their job is to catch criminals. They have to have great power, speed, and snappy pick-up. When built, it was demonstrated that they had all of this, and then some! Naturally, we think it is a fine testimony to accuracy of design, that Columbian Bronze Propellers were selected.

Write for  
Propeller Information

# COLUMBIAN *Bronze* PROPELLERS

The Columbian Bronze Corporation, 208 North Main St., Freeport, L. I., N. Y.

## Harmsworth Program Last Call for Copy

Forms on the Harmsworth Regatta Program (September Main Sheet) close August 10th. Write or wire your space reservations now. Eighteen thousand circulation at the greatest public racing event of the season.

DETROIT YACHT CLUB  
SEPTEMBER 4, 5, 6

### The Main Sheet

W. D. EDENBURN, Editor  
Hotel Addison, Detroit, Michigan

## For Above or Below Water Line



PATENTED

This Compact Marine Electric Closet is designed to suit the requirements of motor boatmen.

It is absolutely reliable and simple to operate, requiring no previous instructions.

No cruiser should be without this beautiful fixture. 32 and 110 Volts.

U. C. LEE & CO.  
3190  
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## MATTHEWS ELECTRIC LIGHTING PLANTS

### For Luxury and Safety

Nothing will add so much to the downright luxury, convenience, attractiveness and safety of your craft as electrically operated searchlight, running lights and cabin lights. Matthews Marine lighting plants are designed exclusively for boats and built to "stand the gaff" of hard service. Over twelve years in actual use.

Two models: "HR", 400 watts (20-20 watt lamps) and "KHM", 1000 watts (60-20 watt lamps).

Let us send you complete information and quote prices.

Matthews Engineering Co.  
Sandusky, Ohio



Model "KHM" 1000 watts. Ample current for 60-20 watt lamps



## Twenty-six Feet from Broadway

(Continued from page 158)

as though seen through a great telescope, the stars appeared and through the pines upon the bluff over our bows the young moon came into relief to add her spell to the final hour. The day was done. Jobeanca had carried us a little farther into Fairyland and we lay down to sleep at peace with the world.

We lay two days at Partridge Harbor, unable to tear ourselves away from the charm of its environment, and it was only because we were then a week or more behind our original schedule that we left when we did. We finally weighed anchor on the morning of the third day and headed for Burlington, where it was planned to lay over for a full day to enable the Skipper to do some skipping to New York by train for a few necessary gestures at business. The course lay somewhat north and east—we had not yet become sufficiently nautical to indulge in the pastime of reciting courses—past Split Rock Mountain and the Split Rock Lighthouse at its northern extremity, then across the mouth of McNeil's Bay, where we were to lay for a night upon the return trip, and on into the greatest depth of Champlain. It should here be set down that when the start of this cruise was made both the Skipper and the Mate—so it developed from later confessions—made unpublished resolutions to stick to shallow water and not get too far from shore. This seemed to be a reasonable course to pursue although apparently it did not occur to either of this pair of landlubbers that a person five foot eight inches in height may as easily drown in six feet of water as in sixty or that there is less likelihood of going around in sixty feet than in six. At any rate the start was made with an unspoken understanding on this point and yet here we were passing Split Rock Lighthouse with three hundred and ninety-nine feet of blue water under our keel and both exultant over the fact. Yachtsmen will appreciate the feeling which we are not able to describe, and those of our readers who are yet landlubbers, who have yet to taste the joy of being both Captain and Owner, have in store for them one thrill which nothing on terra firma can furnish. We steered our course straight up the middle of the lake,—the much consulted chart indicating we were going North—and in the distance could see dimly the islands known as the Four Brothers, to the east of which we knew lay Rock Dunder and just beyond the breakwater at Burlington. Another day of fair weather and beautiful scenery and almost before we realized that Jobeanca had skipped over the intervening miles, we were past Juniper Island and the rock and were being welcomed by Stewart Norman at the Burlington Yacht Club, which, by the way, is the only yacht club we were able to find with a double barrelled telescope between Albany and Canada and back again.

But the Burlington Club offered a total of all the hospitable receptions we might have received from twenty clubs had there been so many and all along Lake Champlain, from every yachtsman we met, we heard complimentary things said of Norman and to these we were happy to add our own tribute to a gentleman and friend. Fast to a mooring near the Club float, Jobeanca rode alone for two nights and a day while the Skipper rushed into the metropolis and rushed back again and the First Mate explored the town and suffered five meals not prepared on her own little Galley Kook. But the necessary interruption was soon past, ice and provisions and fuel were aboard, goodbyes were said, promises to return were made and once more we were away, this time headed for Plattsburg and beyond. Directly east across the lake we went, so that we might skirt Trembleau Mountain and pass Schuyler Island with its historic background of more than two hundred and thirty years, then on past Trembleau Point and across Port Jackson. Romantic waters these. Every jutting point of land and every foot of water has played its part in the building of a Nation. Here as we passed by was the precise spot at which had been fought the Battle of Valcour on a chill October day one hundred and fifty years before. Here almost within reach of our hands over the starboard beam were the very rocks upon which the Royal Savage had met her doom. Here we were passing Smugglers Harbor and Sloop Cove and then little Isle San Michel where lie buried the sailors who laid down their lives at the Battle of Plattsburg a hundred and eleven years before Jobeanca cut the waters of Cumberland Bay. Today the water is just as blue, the rocks just as bare and forbidding as in those long ago days of Champlain, of Uncas the Mohican, and the American Commodore McDonough, who upon that eventful September Sabbath morning so successfully defeated and destroyed the enemies of his country. Today the romance remains to add charm to a

(Continued on page 162)



# In England Too— **BABY GAR**

Is the Aristocrat of the Water



"Baby Gar 'TNT' owned by Claude Grahame White, of London, England, world famous aviator, and British and European representative for Baby Gars.

**I**T is not alone the fact that Baby Gar is the world's fastest standardized runabout that makes yachtsmen the world over proclaim it the aristocrat of the water. While the Baby Gar gives a guaranteed speed of 50 miles an hour it also excels in seaworthiness, comfort, beauty, workmanship and materials.

For Demonstration Communicate With

**HOWARD W. LYON**

Exclusive Distributor

Gotham National Bank Building, 1819 Broadway, New York City  
Telephone: Columbus 1212

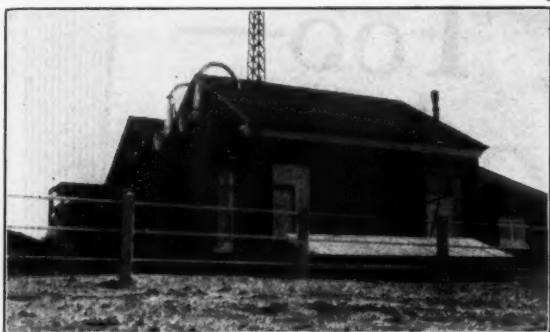
Built by

**GAR WOOD, Inc., Detroit, Mich.**

Sole Concessionaire for Great Britain and the Continent:  
**CLAUDE GRAHAME WHITE, 12 Regent Street, Pall Mall, London, S.W.1**

## Cape Henry Fog Signal

A Hill-Diesel engine drives a compressor to furnish air for the Daboll Trumpet signal at this station.



Also built for propulsion.

### HILL DIESEL ENGINE CO.

LANSING MICHIGAN

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PORTLAND, OREGON, Feenaughty Machinery Co.

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DUNPHY BOATS measure up to the highest standards of craftsmanship—launches, outboard motor boats, canoes, and row boats. Write for beautifully illustrated catalog with specifications, prices, and complete information.

DUNPHY BOAT MFG. CO., Dept. C8, Eau Claire, Wis.

## DUNPHY

"famous for boats"  "for forty years!"

## Twenty-six Feet from Broadway

(Continued from page 160)

shore line still little harmed by the progress of civilization, and on this summer evening of which I write it required but gentle stretching of the imagination to set the Skipper and his Mate back a hundred years or more as their little ship under its starry ensign moved quietly across the bay and found anchorage in the snug harbor of the hundred and forty year old American city of Plattsburg.

Again we lay close to Elizabeth for here, as was the case in so many of our ports of call, we found a good dock to which we might moor, far enough away from the steamer landing to give us a fairly decent degree of privacy. Just beyond Elizabeth, flying the burgee of an upper New York yacht club, lay a thirty-footer, which we later found to be south bound from Rouses Point.

Having completed all the little tasks incident to the arrival in a port which to hold us over night, we decided to look the town over and at the same time replenish the larder which seemed always to come to port with a great void comparable only to the aching human ones of which the Skipper and Mate were so conscious at least three times a day. We considered that a walk up town would give us some leg exercise which would be welcome and at the same time enable us to enjoy the beauties of the city in a leisurely manner. However we were to be pleasantly disappointed and were once again to have an experience with Champlain waterfront hospitality. Our preparations for the tramp townwards was first interrupted by the call of a nearby fisherman who invited the Skipper to go fishing with him on the following day, and behind him came a gentleman who made conversation by telling us that he was in the contract teaming business and was at that precise moment interested in transporting divers large rocks from some point inland to the shores of the lake for later shipment to some distant point where they would be used in building a breakwater. Finding that we were about to look the town over and were without means of transportation other than shanks mare he fairly carried us into his waiting automobile and for the next hour and a half we were given a personally conducted tour of the city of which our guide was so justly proud and of which he discoursed continually and without pause or interruption. When he finally dropped us in front of a local hardware store both the Skipper and the Mate were thoroughly convinced that the entire Empire State revolved upon an axis firmly imbedded in the public square of this charming metropolis. Such pride of City and such descriptive volubility is not often found in combination.

We lay but one night at Plattsburg and on the afternoon of the following day shaped our course across Cumberland Bay to Cumberland Headlight and then once again turned our bows north, this time bound for Rouses Point and the Canadian border. The weather looked none too good as we struck the wide water off Treadwells Bay and as we traveled on to the south head of Isle La Motte, across the mouth of Monty's Bay and then along the rugged shore of La Motte itself to Fort St. Anne we carefully watched the slow moving storm clouds in full expectation of having to don oilskins at any moment. But the storm, like most expected troubles, never materialized and when we finally found the light at the north end of the island upon our starboard beam we were having as fine weather as could be desired. Far ahead on the starboard bow could be seen faintly outlined against the sky, the buildings at Alburgh, and dead ahead could be discerned the black pencil-like line that we knew must be the breakwater south of Rouses Point. We were almost to the top of our map and seemed to realize for the first time that we were approaching the turning point of the cruise. The Adirondacks had been left behind and here was only lowland and shallow water, having none of the majestic beauty of the lower lake but in place of it a weird fascination which seemed to discourage frivolity in either speech or action. We came around the breakwater at Rouses Point in the face of a light breeze with Jobeanka's motor purring like a contented pussy cat. With flags flying we glided in the little lawn bordered harbor back of Dr. Marne's Inn and cottages, to receive the welcome accorded a newcomer and to greet our friends on Elizabeth, who had sailed away from Plattsburg ahead of us that morning. Across the harbor could be seen the long cement pier of the barge canal terminal and beyond that the long railroad bridge, upon which at night we were to see the lights of slow moving trains bound for Montreal. Still beyond were the gray walls of Fort Montgomery. Over the Port side not far away was moored a forty-two footer and on the opposite side of the little dock to which our own lines were made fast lay two lonesome little yachts whose owners, we soon discovered, had gone

(Continued on page 164)



Position of propeller, full speed ahead.



Slight lift of tiller and motor quickly and instantly swings propeller around.



Shows position of propeller full speed astern.



# Reverses Instantly

—just lift tiller, motor does the work

A SLIGHT lift of the tiller instantly operates the patented, exclusive automatic reverse. No awkward tussle with the motor—no stopping and cranking backwards. You don't take your eyes off the course ahead.

This is just one of 12 new features included in the new 1926 Champion Evinrude Sport Twin all of which combine to make the greatest outboard motor ever built. For the first time comforts and conveniences have been included in outboard motor construction comparable to those of your car.

These features include self-steering; Extra power; Electric Light; 30% Hotter Spark; Improved Tilt-up; Tiller and Rope Steering; Shear-off Pin Compartment; Improved Cooling; Leather Tiller Handle; New Locking Device; New Carburetor; Dual Ignition.

For new joy in boating thrills, for utility, for genuine red-blooded "he-man" sport, the new 1926 Champion Evinrude Sport Twin is the outstanding type of all outboard motors.

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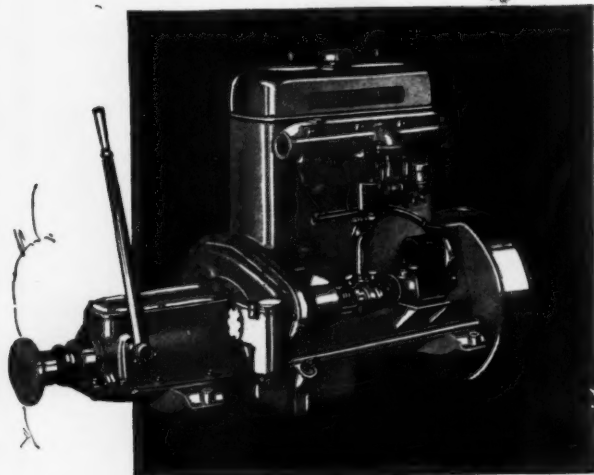
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Your White Cap, bought for its sparkling motor-car "pep"—its "More Power per Cubic Inch"—is, too, the surest bet in your boat. That instant, smooth, eager surge of power at your open throttle's invitation, comes from the very things that make White Cap RELIABLE.

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Write for details. Mention size and type of your boat. Boat Builders, get the facts on Wisconsin's better way to buy boat power.

**Wisconsin Motor Mfg. Co.**  
Milwaukee, Wis.

## Twenty-six Feet from Broadway

(Continued from page 162)

visiting over the border line in a territory where there was perhaps less water but more liquid than is to be found in this land of the free.

Rouses Point held us over a week-end. He took the bus and spent a day in Montreal. We had a Sunday dinner at Marne's Inn. We inspected the town from the Custom House at the upper end to the Masonic Club along the shore. In the evening we sat in the Park and enjoyed in common with local citizens, tourists and disguised bootleggers, the radio concert of a band in Montreal. We swapped experiences with the owner-skipper of the forty-two footer and agreed with our friends on Elizabeth that we would meet them in Mallett's Bay. We bought some ice and a few provisions and a little gas. Then in the middle of the fourth afternoon we stepped on the starter button, put the wheel hard to starboard, threw in the clutch and headed for Mallett's Bay, Burlington and all ports from there to Manhattan.

(To be continued)

## How Kermaths Are Built

(Continued from page 38)

means of another engine for this period. This avoids the heating of the parts, due to the combustion of the gases, and enables the test crew to watch out for any defects due to excessive friction or otherwise. After the engine leaves this point, it is run under its own power for four or five hours, and is carefully observed during the entire run. Due to the foresight of the Kermath Company, sufficient capacity is available to permit each engine to occupy the test stand for ample time and a thorough test. Increasing business in the entire marine industry is beginning to tax the Kermath plant, so that enlargements are again being considered.

Complete testing apparatus is placed at every motor stand, and each engine must come up to definite standard requirements for power, idling ability, and maximum revolutions before it is permitted to pass on to the next operation. After it has been finally passed by a critical inspector, it is sent on to the paint department, and finally shipped away to take its place in some proud boat.

## Kawa of Baltimore

(Continued from page 27)

extends slightly into the cabin, but is enclosed by a mahogany buffet. The companion entrance is on the port side, which leads directly into the cockpit, which is 12 feet in length, glass enclosed forward, and arranged to be entirely sheltered from the weather when necessary.

A special point has been made to provide suitable ventilation throughout the entire boat. Provision has been made to carry air through pipes under the cabin floor at the galley, and an air circulation can take place under the floor, which will keep it in proper condition. Another novelty is a removable roller located at the after edge of the deck, which permits the dinghy to be hauled aboard, without great effort and without scratching all the bright work in the vicinity.

## Outboard Motor Marathon

A meeting of followers of outboard racing in New York recently, resulted in the suggestion to hold a long distance marathon contest for outboard driven boats of all types and divided into several classes. It is proposed to hold this race on August 15, 1926, from the anchorage of the Colonial Yacht Club to the Bear Mountain Bridge, and return, on the Hudson River. The distance is approximately 75 miles, and the race is to be run under the outboard motor racing rules of the American Power Boat Association. There will be three separate classes, one for engines of less than 14 inches displacement, another for those between 14 and 20 inches, and the third for the large class of from 20 to 30 inches. Circulars giving the full conditions of the race are being printed, and will be distributed among the several interested clubs in ample time for the race.

## Course in Ship Operation

The Department of Naval Architecture and Marine Engineering of the Massachusetts Institute of Technology, has established a course in ship operation, intended for students who plan to enter this field, or to engage in other maritime pursuits such as insurance, or other branches of marine transportation. The course combines science, engineering, economics, and business studies, to train men for activities in this field.

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